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Baltimore County

Baltimore County Public Schools
Bureau of Traffic Engineering and Transportation Planning
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Mr. Jason Filippou, Greektown Community Development Corporation
Mr. Michael Dickson, West Hills Community Association
Ms. Annie Williams, President, Harlem Park Neighborhood Council, Inc.
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Location	Address	City	State	Zip Code
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Baltimore County Public Library – Woodlawn Branch	1811 Woodlawn Drive	Baltimore	MD	21207
BMC Regional Information Center	1500 Whetstone Way, Suite 300	Baltimore	MD	21230
Bon Secours Community Works	26 N. Fulton Avenue	Baltimore	MD	21223
Enoch Pratt Library – Central Library	400 Cathedral Street	Baltimore	MD	21201
Enoch Pratt Library – Edmondson Avenue Branch	4330 Edmondson Avenue	Baltimore	MD	21229
Enoch Pratt Library – Forest Park Branch	3023 Garrison Boulevard	Baltimore	MD	21216
Enoch Pratt Library – Herring Run Branch	3801 Erdman Avenue	Baltimore	MD	21213
Enoch Pratt Library – Light Street Branch	1251 Light Street	Baltimore	MD	21230
Enoch Pratt Library – Orleans Street Branch	1303 Orleans Street	Baltimore	MD	21231
Enoch Pratt Library – Patterson Park Branch	158 N. Linwood Avenue	Baltimore	MD	21224
Enoch Pratt Library – Pennsylvania Avenue Branch	1531 West North Avenue	Baltimore	MD	21217
Enoch Pratt Library – Southeast Anchor Branch	3601 Eastern Avenue	Baltimore	MD	21224
Enoch Pratt Library – Walbrook Branch	3203 West North Avenue	Baltimore	MD	21216
Enoch Pratt Library – Washington Village Branch	856 Washington Boulevard	Baltimore	MD	21230
FutureCare Canton Harbor	1300 South Ellwood Avenue	Baltimore	MD	21224
Mary E. Rodman Recreation Center	3600 W. Mulberry Street	Baltimore	MD	21229
Maryland Transit Administration Transit Development and Delivery	100 South Charles Street Tower Two, Suite 700	Baltimore	MD	21201

Organizations

40 West Ministerial Alliance
8th District Communities Action Committee
Abell Foundation
ACORN – Edmondson Village/Walbrook Chapters
ACORN – Rosemont Chapter
Allendale Community Association
Allendale Tenants Council
Alliance of Rosemont Community Organizations
Anchorage Homeowners Association
Anchorage Towers Condominium Association
Annie E. Casey Foundation
B'more Mobile
Baltimore Area Convention and Visitors Association
Baltimore City Community College
Baltimore County Chamber of Commerce
Baltimore Heritage
Baltimore Neighborhood Collaborative
Bayview Community Association
Beechfield Improvement Association
Bernard Mason Tenants Council
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Boyd/Booth Community Association
Brewer's Hill Community Association
Canton Community Association
Canton Highlandtown Community Association
Canton Square Homeowners Association
Carroll Improvement Association
Carter Memorial Church of God in Christ
Catholic Relief Services
Catonsville Manor Community Association
Centers for Medicare & Medicaid Services
Central Church of Christ
Central Maryland Transportation Alliance
Charles Street Development Corporation
Chesapeake Bay Foundation
Chesapeake Real Estate Group
Christ the King Church
Citizens Planning and Housing Association
Community Law in Action Youth Advocacy Group
Concerned Citizens of Catonsville Community Association
Cross Street Partners
Deerfield Community Association
Dickeyville Community Association
Downtown Partnership of Baltimore, Inc.
East Baltimore Community Corporation
EBLO
Edgewood Neighborhood Association
Edmondson Village Community Association

Organizations (continued)

Edmondson Westside High School Improvement Team
Fairbrook Association
Fairmount Community Association
Fayette Street Outreach Organization
Federal Hill Neighborhood Association
Fell's Point Community Organization
Fell's Point Development Corp.
Fell's Point Homeowners Association
Fell's Point Residents Association
Fell's Point Task Force
Fell's Prospect Community Association
Franklintown Community Association
Friends of Gwynns Falls/Leakin Park
Greater Baltimore Committee
Greater Baltimore Urban League
Greater West Hills Community Association
Greektown Community Development Corporation
Gwynn Oak Community Association
Gwynns Falls Trail Council
Gwynns Falls Watershed Association
Hale Properties
Hampstead Hill Association
Harlem Park Neighborhood Council
Highlandtown Community Association
Hilltop Community Association
Hunting Ridge Community Assembly
Interdenominational Ministerial Alliance
Irvington Community Association
Islamic Society of Baltimore
Johns Hopkins Bayview Medical Center
Johns Hopkins University
Jonestown Planning Council
KAGRO
Lafayette Square Association, Inc.
Lambda Alpha International
Latino Service Providers Network
Lower Edmondson Village Community Association
Lyndhurst Community Association
Market Center Merchants Association
Maryland Retailers Association
Maryland Stadium Authority
Meadows Community Association
Mt. Holly Manor Improvement Association
Mt. Holly-Saratoga-Mulberry-Lyndhurst Community
National Association for the Advancement of Colored People (NAACP)
Neighborhood Design Center
Neighborhood Housing Services – Southwest Seven
New Govans Economic Senate

Organizations (continued)

New Psalmist Baptist Church
Northshore at Canton, Inc.
Northwest Community Association
Oak Crest Community Association
Obrecht Commercial Real Estate
Otterbein Community Association
Park Heights Community Association – Southern
Patterson Park Community Development Corporation
Patterson Park Neighborhood Association
Powhatan Community Association
Ridgely's Delight Community Association
Rognel Heights Association
Rosemont Neighborhood Improvement Association
Rutherford Heights Community Association
Scarlett Place Community Association
Security Square Mall
Security Woodlawn Business Association
Social Security Administration
Southeast Community Development Corporation
Southwest Better Neighborhoods Association
Southwest Development Committee
St. Agnes Hospital
St. Bernadine's Church Parish
St. Luke's Church
St. Luke's United Methodist Church
St. Matthew Church
St. William of York Church
Stonegate at Patapsco
Ten Hills Community Association
The Arc of Baltimore
Transit Riders Action Council (TRAC)
United Baptist Missionary Convention
University of Maryland Medical System
University of Maryland, Baltimore County
Uplands Community Association
Upper Fell's Point Community Association
Waterfront Coalition
Waterfront Rotary Club
Westgate Community Association
Westview Mall c/o The Peterson Company
Westview Park Improvement and Civic Association

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Appendix E: Glossary

Accessibility: 1) The ability of vehicles and facilities to accommodate the disabled and comply with the Americans with Disabilities Act (ADA). 2) A measure of the ability or ease of all persons to travel among various origins and destinations.

Advisory Council on Historic Preservation (ACHP): An independent federal agency that provides a forum for influencing federal policy, programs, and activities as they affect historic and archaeological resources in communities and on public lands nationwide.

Aerial: The part of the alignment that is carried above the street surface (high enough so that existing rail or road traffic can pass underneath). See "Elevated Guideway" below.

Air Plenums: A duct or chamber intended to return air at a positive pressure.

Alignment: The horizontal and vertical location of a roadway, railroad, transit route, or other linear transportation facility. For presentation purposes, the Red Line project alignment has been divided into five segments consisting of three at-grade/aerial segments and two tunnel segments totaling approximately 14.1 miles. The segments are oriented in a west-to-east direction in the following order: (1) West, (2) Cooks Lane Tunnel, (3) US 40, (4) Downtown Tunnel, and (5) East.

Alternatives Analysis (AA): An analysis of the engineering, environmental, and financial feasibility of alternatives for major transit projects; required before federal funds can be allocated to a project. The AA is usually combined with the Draft Environmental Impact Statement and evaluated with analysis of environmental resources and impacts.

Alternatives: The set of transportation improvements or projects that are compared in the EIS to determine their effectiveness in serving as potential solutions to a transportation problem. Along with the set of "Build" Alternatives, there is a "No-Build," which tests the effects of not building a project, and a "TSM/TDM baseline" alternative, which tests a series of smaller incremental steps toward accomplishing the purposes of the build alternatives. Alternatives may consist of different alignments, station locations, or transportation modes and strategies.

Americans with Disabilities Act (ADA): The Americans with Disabilities Act of 1990 prevents discrimination against individuals with disabilities. It also protects the right of people with disabilities to have equal access to government-funded activities. For transit, ADA requires that stations and vehicles be "ADA compliant" (that is, accessible for individuals with disabilities, including those using wheelchairs). ADA also requires that paratransit (curb-to-curb mobility services) be made available for certain individuals whose disabilities prevent them from using regular, fixed-route bus and rail services.

Area of Potential Effect (APE): The geographic area within which a transportation project may cause changes in the character of, or use of, historic properties. The APE is influenced by the

scale and nature of the project, and there may be different kinds of effects caused by the undertaking.

At Grade: On the ground, at surface level (that is, not elevated, in a trench, or underground).

At-Grade Crossing: Same as a "grade crossing." A rail crossing with roadways or streets on the same level as the tracks, resulting in a level intersection of both modes. See "Grade Separation."

Attainment Areas: The US Environmental Protection Agency (EPA or USEPA) classifies metropolitan areas as attaining or not attaining the National Ambient Air Quality Standards (NAAQS). Areas which meet the standards for a particular pollutant are classified as being in "attainment" for that pollutant.

Ballasted Track: Railroad tracks where the tracks sit on ties that lie in a bed of gravel (or "ballast.")

Below Grade: Placed below the ground surface, e.g., in a trench or tunnel.

Build Alternative: A project alternative that involves a major capital investment.

Bus Bay: A space where a bus can pull in out of the flow of traffic (e.g., at a transit station) to load and unload passengers, or to park (for schedule maintenance and/or driver relief).

Bus Operating Plan: The routes, schedules, and hours of service that make up a bus transit system. Also includes vehicle requirements (number/size of buses required to serve each route).

Bus Rapid Transit (BRT): A rubber-tired rapid transit mode that is a permanently integrated system of facilities, services, and amenities that collectively improve the travel time, reliability, and identity of traditional bus transit. BRT routes may be in exclusive right-of-way, reserved lanes in streets, or lanes shared with other traffic. These systems often use intelligent transportation systems technology, priority for transit, rapid and convenient fare collection, and integration with land use policy in order to substantially upgrade bus system performance.

Busway: Exclusive roadway reserved for buses.

Capital Costs: The one-time expenses incurred to design and build a transit system. Differs from ongoing post-construction "Operations and Maintenance Costs" defined below.

Catenary Poles: Vertical poles that hold the overhead wires and cables for an electric power system for rail systems.

Catenary System: Electric power system using an overhead contact wire and its supporting cables and wires. The contact wire provides an electrical power source for vehicles via

pantographs, the contact mechanism on the roof of the vehicles. Also known as Overhead Catenary System (OCS).

Central Instrument House (CIH): A structure which contains elements of an LRT's signaling control system, circuits, and equipment required for safe vehicle operation. The CIH structures are prefabricated steel structures approximately 10 feet wide by 40 feet long and approximately 10 feet high.

Center-Platform Station: Layout arrangement where a single platform is positioned between two tracks at a station. It provides for services in both directions from a single platform requiring only one set of supporting services such as ticket kiosks.

Chesapeake Bay Critical Area: The Chesapeake Bay Critical Area Act gives special protection to areas that fall within 1,000 feet of tidal waters of the Chesapeake Bay and its tributaries. Development within the Critical Area that would disturb 10,000 square feet or more of land is subject to review by the Chesapeake Bay Critical Area Commission. The Critical Area 100-foot buffer is the land area within one hundred feet of tidal waters, tidal wetlands, and tributaries. Any disturbance within the 100-foot buffer is subject to review by the Chesapeake Bay Critical Area Commission.

Circulator: Bus or train service serving a particular location, usually along a loop-shaped route, such as in a downtown.

Clean Air Act (CAA): Federal legislation that sets air quality standards. Sometimes cited as CAAA, Clean Air Act and Amendments of 1990.

Commuter Rail (also called metropolitan rail, regional rail, or suburban rail): An electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs.

Conformity: Conformity is required by Clean Air Act Section 176(c), which requires that Federal agencies do not adopt, accept, approve, or fund activities that are not consistent with State air quality goals.

Connectivity: Connecting various transportation modes and services to minimize wait times between transfers and reduce overall travel time.

Constrained Long Range Plan (CLRP): Response to federal requirements that funding sources be identified for all strategies and projects included in long-range plans (in other words, that the plans be "fiscally constrained"). Updated at least every three years, the CLRP includes only those projects and strategies that can be implemented over the planning period with funds that are reasonably expected to be available.

Construction Impact: Temporary impact that would occur over a short period of time while a project is under construction, see "Short-Term Construction Effects" below.

Constructive Use Impact: An impact adversely impacting activities on, or enjoyment of, a property without directly acquiring the property or any portion of the property. A new noisy project adjacent to a previously quiet outdoor theater would be an example of a constructive use impact.

Corridor: A long, generally slender land area surrounding an existing or planned transportation facility. The general purpose of a corridor is to define a study area for future transportation planning improvements.

Cultural Resources: Archaeological and historic resources eligible for, or listed on, the National Register of Historic Places. Cultural resources include buildings, sites, districts, structures, or objects having historical, architectural, archaeological, cultural, or scientific importance.

Cumulative Impact: Impact that "results from incremental consequences of an action when added to other past and reasonably foreseeable future actions." The cumulative effects of an action may be undetectable when viewed in the individual context of direct and indirect impacts, but can add to other disturbances and eventually lead to a measurable environmental change.

Cut-and-Cover: A tunnel construction method that involves excavating a large trench, and then building a roof structure over it to create a tunnel. The roof structure can support roads and sidewalks or other uses.

de minimis: Of insufficient significance. Used to evaluate impacts to parks or other resources under a Section 4(f) evaluation. A de minimis impact to a resource protected under Section 4(f) is an impact that would have no adverse effect on the resource. For parks, de minimis impacts are defined as those that do not adversely affect the activities, features, and attributes of the resource. For historic properties, a de minimis impact finding may be made if a "no historic properties affected" or "no adverse effect" determination is made through the Section 106 process and concurred upon by the State Historic Preservation Officer.

Deadhead: When a train or bus reaches the end of its route and must return to the depot at the end of the day (or at the end of a driver's shift), the bus or train must run "out of service" to the depot. This "out of service" travel is known as deadheading.

Dedicated Lanes: Travel lanes in a roadway which are reserved for transit use, often by striping or signage. These lanes are not physically separated from regular traffic and can be crossed by other vehicles. Lanes can be dedicated throughout the day, or during peak hours only.

Dedicated Surface: Used in this document to indicate the portion of a transit alignment that is primarily on the surface (not above or below ground), and which is dedicated for transit use (e.g., not shared by auto traffic moving in the same direction).

Demand Forecasting: A technique of estimating the number and travel times of potential users of a system.

Design Speed: The speed used for design and relationship of the physical features of a highway or rail that influence vehicle operation. It is the maximum safe speed that can be maintained over a specified section of highway or rail when conditions are favorable (i.e., clear, dry, daylight).

Design Year: The year for which the facility is designed. The transit facility should be able to handle the traffic forecasted for that year which is generally 20 to 25 years in the future. For the Red Line project the design year is 2035.

Determination of Eligibility (DOE): The process of assembling documentation to render professional evaluation of the historical significance of a property. Departments of Transportation, in consultation with the State Historic Preservation Office, apply the National Register of Historic Places criteria when deciding matters of historical significance.

Double Track: Two sets of tracks side by side, most often used for travel in opposite directions.

Draft Environmental Impact Statement (DEIS): See "Environmental Impact Statement" below.

Dwell Time: The time, in seconds, that a transit vehicle spends at each stop waiting for passengers to alight and board.

Easement: A temporary or permanent right to use the land of another for a specific purpose, sometimes referred to as a "deed restriction." Easements may be purchased from the property owner or donated by the owner to an agency.

Ecofacts: Objects found at archaeological sites that carry archaeological significance, although they may not have been modified by humans (e.g., animal bones, shells).

Effects: "Effects" and "impacts" are synonymous. Effects include ecological, aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative. Effects may also result from actions that may be beneficial and detrimental even if, on balance, the agency believes that the effect will be beneficial. Effects include: (1) direct effects that are caused by the action and occur at the same time and place, and (2) indirect effects that are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems.

Elevated Guideway: A guideway that is positioned above the normal activity level (e.g., elevated over a street) either on an embankment or on a bridge.

Embedded Track: Track that is set in concrete, brick pavers, or other types of pavement so that the top of the rails are even with the walking/driving surface, enabling vehicles, bicycles, and pedestrians to cross the tracks easily and safely.

Environmental Impact Statement (EIS): A public document that a federal agency prepares under the National Environmental Policy Act (NEPA) to document the expected impacts of a development or action on the surrounding natural and human environment. The document must detail efforts to avoid, minimize, or mitigate any adverse impacts.

Environmental Justice (EJ): Presidential Executive Order 12898 requires federal agencies to ensure that their actions (or actions they oversee) do not disproportionately discriminate against or impact minority populations and low-income populations.

Environmental Stewardship: Protecting the environment through recycling, conservation, regeneration, and restoration. Environmental stewardship includes using resources more efficiently and reducing waste, for example by reducing the amount of energy used per person-trip, or reducing the greenhouse gas emissions produced per person-trip, by carpooling or using transit instead of driving in single-occupant vehicles. FTA's stewardship goal is to "promote transportation solutions that enhance communities and protect the natural and built environment." (FTA, 2007)

Exclusive Right-of-Way: A roadway, guideway, or other right-of-way reserved at all times for transit use and/or other high-occupancy vehicles. Often separated by barriers or grade differences.

Express: Express transit service is characterized by making few or no intermediate stops between the endpoints of a route, and therefore traveling faster than regular or local service.

Farebox Revenue: Value of cash, tickets, tokens, and pass receipts given by passengers as payment for rides; excludes charter revenue.

Feasible: Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

Feeder Service: Local bus service that moves passengers to collection points (stations) for express bus or rail service. Feeder service connects rail transit to surrounding neighborhoods so that individuals who do not live within walking distance of a rail station can benefit from the rail service.

Financially Constrained: A term used to describe the financial requirement that all projects have an identified funding source.

Final Design: The final engineering phase of a project's design process, which typically continues after the FEIS. During Final Design, contract plans and specifications necessary for bidding are prepared. These contract documents provide all the necessary information needed by suppliers and contractors to construct the project.

Fixed Guideway: Exclusive guideway that cannot be used by other vehicles. For rail transit systems, fixed guideways are the rail tracks. For bus systems, fixed guideways are roadways

that can only be used by the buses. Federal usage in funding legislation also includes exclusive right-of-way bus operations, trolley coaches, and ferryboats as "fixed guideway" transit.

Flashers and Gates: At vehicular crossings over rail tracks, flashers and gates are used to keep autos clear of the tracks by warning drivers with flashing lights, and by bringing down gate arms to physically close the road to traffic.

Frequency: Similar to "headway," the frequency of service is the number of times per hour that trains or buses (traveling in the same direction) stop at a station. For example, a bus route that runs with a frequency of four buses per hour northbound and four buses per hour southbound has a 15-minute headway.

Gates: See "Flashers and Gates" above.

General Engineering Consultant (GEC): The team of consultants that assisted MTA in carrying out various aspects of the Red Line project, including planning, public involvement, environmental analysis, document preparation, cost estimation, traffic analysis/modeling, design and engineering work, etc.

Gentrification: The process of renewal and rebuilding accompanying the influx of middle-class or affluent people into deteriorating areas that often displaces poorer residents.

Grade: 1) Refers to a rise in elevation within a specified distance. For example, a 1 percent grade is a 1-foot or 0.305 meter rise in elevation in 100 feet, or 30.5 meters of horizontal distance. 2) The rate of upward or downward slope of a roadway, expressed as a percent. 3) "At grade" refers to a transportation facility built at ground level.

Grade Crossing: A rail crossing with roadways or streets on the same level, resulting in a level intersection of both modes. See "Grade Separation" below.

Grade Separated Crossings: Facilities such as overpasses, underpasses, skywalks, or tunnels that allow pedestrians and/or motor vehicles to cross a street at different levels.

Grade Separation: Two transportation rights-of-way that are separated vertically and for which there is no shared common intersection. A transit right-of-way may be fully grade-separated or partially grade-separated.

Guideway: A fixed facility for the operation of transit vehicles (e.g., tracks for a light rail system).

Hazardous Materials: Material, often waste, that poses a threat to human health and/or the environment.

Headhouse: Portion of a rail station that is above ground.

Headway: The time interval between transit vehicles operating in the same direction along a fixed route. Similar to "frequency." As an example, an LRT system that runs with a frequency of four trains per hour westbound and four trains per hour eastbound is running with a 15-minute headway.

Heavy Rail (metro or subway): An electric railway with the capacity for a heavy volume of traffic. This mode is characterized by high speed and rapid acceleration passenger rail cars operating singularly or in multicar trains on fixed rails, separate rights-of-way (either above or below ground) from which all other vehicle and pedestrian traffic are excluded, and high platform loading. Often uses a third rail for power.

Hydrocarbons (HC): Gaseous compounds originating from the evaporation and the incomplete combustion of gasoline and other fossil fuels.

Impacts: See "Effects" above.

Indirect and Cumulative Effects (ICE) Analysis: Indirect effects are "caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable." Cumulative effects are "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonable foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions." Potential indirect and cumulative effects on the environment must be assessed as required by the National Environmental Policy Act (NEPA).

Infill Development: Development that occurs on vacant or underutilized parcels in an already-developed area. For example, constructing a new building on an existing surface parking lot or rehabilitating a vacant building.

Intelligent Transportation Systems (ITS): Computer based technology applications designed to increase capacity, move traffic and transit more safely and efficiently, and to supply information to travelers. Examples include global positioning systems for locating transit vehicles and traffic signal priority for giving preferential green time to transit vehicles at intersections.

Intermodal: The ability to connect, and the connections between, different modes of transportation (e.g., walking, bicycle, transit, auto, and air travel; or, in the case of freight transportation, truck, water vessel, rail, pipeline, and air shipping).

Joint Development: Ventures undertaken together by the public and private sectors for development of land around transit stations or stops. See also "Transit-Oriented Development."

Jurisdictional Determination (JD): A written statement issued by the US Army Corps of Engineers that identifies areas within a discrete project area that are subject to Clean Water Act regulation. Usually refers to the regulating of a wetland or stream and its boundaries.

Kiss-and-Ride (KNR): A drive-through area, sometimes with short-term parking, to allow passengers to be dropped off or picked up at a transit station, with or without a kiss.
Level of Service (LOS): A qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. LOS A represents free flow and LOS F represents gridlock.

Light Rail Transit (LRT) (also known as light rail, streetcar, trolley car, and tramway): An electric railway with a "light volume" passenger capacity compared to heavy rail. Light rail is characterized by passenger rail cars operating individually or in short, usually two-car, trains. Unlike heavy rail systems like Metro which require exclusive guideway, light rail transit can operate on streets in mixed traffic, as the Central Light Rail Line does today.

Light Rail Vehicles: Typically driven electrically with power being drawn from an overhead electric line. Light rail vehicles can run on either exclusive rights-of-way (with or without grade-separated crossings), or in mixed traffic lanes on city streets. **Light Rail Trains** can be made up of one or more **Light Rail Cars**. The term "Light Rail Vehicles" covers both trains and the cars.

Limit of Disturbance: The horizontal boundary where soil will be exposed during construction activities. The limits of disturbance include, but are not limited to, the limits of excavation, borrow areas, storage areas, staging areas, and areas to be cleared and grubbed.

Locally Preferred Alternative (LPA): The alternative selected by local decision makers as a result of the AA/DEIS process. The LPA is submitted to the Federal Transit Administration as a recommendation and request to proceed into the next step of the project development process.

Long Range Transportation Plan (LRTP): The Baltimore LRTP is a long range plan guiding transportation system improvements for the Baltimore metropolitan region. It serves as a blueprint for long and short range strategies and actions for developing an integrated intermodal transportation system to facilitate the efficient movement of people and goods. The area's current LRTP, *Transportation Outlook 2035*, was approved by the BRTB on November 27, 2007.

Long-Term Operational Effects: Permanent effects that would result from the implementation and operation of the project (effects that persist after the construction phase).

Low Floor Vehicles: Transit vehicles with lower floors that have a stepless entry and so allow wheelchairs to roll directly into the vehicle. In addition to improving accessibility, low floors also allow fully-mobile passengers to board more quickly.

Low-Income Population: A low-income household is one where the household income is below the Department of Health and Human Services poverty guidelines.

Maintenance Areas (Air Quality): The US Environmental Protection Agency (EPA or USEPA) classifies metropolitan areas as attaining or not attaining the National Ambient Air Quality Standards (NAAQS). Areas which were once classified as being in "nonattainment" for a particular pollutant, but which have since demonstrated attainment of these standards are classified as "maintenance areas."

Maintenance of Traffic (MOT) Plan: construction projects which require temporary closures of one or more lanes of traffic require the creation of a maintenance of traffic plan. These MOT plans may include detour routes, signage, temporary striping or use of cones to direct traffic, and/or the use of new or re-timed traffic control devices (traffic lights, stop signs, flaggers, etc.) MOT plans may also coordinate various phases of a large construction project to minimize impacts to traffic, for example by ensuring that adjacent intersections are not both undergoing construction at the same time, or that only one lane of a road is closed at one time, or that closures are only scheduled for off-peak travel periods. MOT for this project will also include recommendations for bus re-routing and bus stop re-location where needed.

Metropolitan Planning Organization (MPO): MPOs are established in all urban areas of the US that are over 50,000 population, following the Federal-Aid Highway Act of 1962. The MPO is responsible for the transportation planning process which makes the area eligible to receive federal highway and transit funding. This process includes two major required products – a regional long-range transportation plan (LRTP), with at least a 20-year planning horizon, and a transportation improvement program (TIP), a shorter-term schedule of active projects. The Baltimore Regional Transportation Board is the MPO for the Baltimore region.

Minimization: Measures taken as part of the project to reduce adverse impacts on the environment.

Mitigation: Mitigation is done when project impacts remain after efforts to avoid or minimize the impacts.

Mixed Traffic: The operation of transit vehicles on public roads with car and truck traffic. Where rail tracks are embedded in the road, rail vehicles and cars can share the same road. Rail vehicles must obey all traffic laws, such as speed restrictions and stoplights, when operating in areas of mixed traffic.

Mixed-Use Development: Development with multiple categories of land use typically including residential, commercial, retail, and entertainment. Mixed-use areas generally have higher population densities and are pedestrian friendly.

Mobile Source Air Toxic (MSAT): Mobile source air toxics are compounds emitted from highway vehicles and non-road equipment which are known or suspected to cause cancer or other serious health and environmental effects. Mobile sources of emissions (such as cars) are responsible for direct emissions of air toxics and contribute to precursor emissions which react to form secondary pollutants. Examples of mobile source air toxics include benzene, 1,3-

butadiene, formaldehyde, acetaldehyde, acrolein, polycyclic organic matter, naphthalene, and diesel particulate matter (http://www.epa.gov/otaq/toxics.htm, 2012).

Modal Split: A term that describes how many people use alternative forms of transportation. Frequently used to describe the percentage of people using private automobiles as opposed to the percentage using public transportation.

Mode: Refers to a specific form of transportation (auto, bus, light rail, heavy rail, pedestrian, bicycle, etc.)

Model: An analytical tool (often mathematical) used by transportation planners to assist in making forecasts of land use, economic activity, travel activity, and their effects on the quality of resources such as land, air, and water.

Multi-Use Path/Facility (Shared-Use Path/Facility): An off-street path that can be used for more than one type of user, including bicycle, pedestrian/wheelchair, and non-motorized recreational travel (scooters, rollerblading, etc.)

Multimodal: Having or involving several modes of transportation.

National Ambient Air Quality Standards (NAAQS): Standards established by the US Environmental Protection Agency under the authority of the Clean Air Act.

National Environmental Policy Act (NEPA): The federal law that requires every federal agency to evaluate the effect of its proposed actions on the natural and man-made environment by doing an Environmental Assessment or Environmental Impact Statement.

National Register Eligible: Cultural resources eligible for inclusion on the National Register of Historic Places. Eligible resources receive the same protection as registered resources.

National Register of Historic Places (NRHP): Also known as the National Register (NR), the NHRP is a federal listing of historic resources protected under the National Historic Preservation Act of 1966. Properties include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture.

Navigable Waters: Waterbodies that can be used for interstate or foreign commerce or trade, such as oceans, rivers, and lakes. Stream/river segments with shallow areas or changes in grade (waterfalls) that prevent the safe crossing of boats are not navigable.

New Starts: Discretionary federal funding program for the construction of new fixed guideway systems or extensions of existing fixed guideway systems. The selection of transit projects for funding under this program is based on cost-effectiveness, alternatives analysis results, and the degree of local financial commitment.

Neighborhood Cohesion and Neighborhood Isolation: FHWA defines cohesion as "...those behavior or perceptual relationships that are shared among residents of a community that cause the community to be identifiable as a discrete, distinctive geographic entity within the urban pattern. These shared behaviors and feelings bind the community together as a cohesive grouping. Cohesion manifests itself in such behavior as: (1) participation in community organizations, (2) neighborhood socializing, and (3) by the use of community facilities."
Linear transportation facilities, such as a new highway or rail line, can sometimes create a barrier that separates communities on either side of the facility. Where the separation has an effect on neighborhood activities (e.g., a church or theater on one side of a rail line loses some members/customers on the other side), neighborhood cohesion is reduced. Where residents on one side of the facility are cut off from communities on the other side, the two neighborhoods become isolated from one another.

No-Build Alternative: A baseline alternative showing projected future conditions of the proposed project's area in the absence of the proposed project. This baseline alternative includes other transportation projects programmed for the area, as well as the future population and employment levels projected for the region. The No-Build serves as a benchmark against which the impacts of the build alternatives can be compared. The Red Line FEIS No-Build Alternative is defined in **Section 2.4.1**.

Nonattainment Areas: The US Environmental Protection Agency (EPA or USEPA) classifies metropolitan areas as attaining or not attaining the National Ambient Air Quality Standards (NAAQS). Areas which do not meet NAAQS for one or more pollutants are classified as being in nonattainment.

Off-Peak Period: Non-rush periods of the day when travel activity is lower (see "Peak Period" defined below).

Open House: A more informal public meeting or hearing during which information stations with exhibits convey important project information and attendees conduct a self-paced review of information presented.

Opening Year: The year that a project begins operation. The Red Line Opening Year, when the LRT line will begin transporting passengers, is expected to be 2021.

Operating Plan: For transit, an operating plan detailing characteristics such as run times, frequency, required number of vehicles, changes in frequency throughout the day, and assumptions pertaining to yards and stations.

Operations and Maintenance Costs (O&M Costs): All costs involved with running a transit system, including labor for operations and for vehicle and track maintenance, fuel and/or electric power, spare parts and other supplies, insurance premiums and claims payments, direct supervision, and general and administrative expenses.

Operations and Maintenance Facility (OMF): A site with facilities and buildings for the storage, maintenance, and cleaning of transit vehicles and potentially the storage of other system maintenance equipment. May also include crew facilities such as locker rooms and break facilities.

Origin-Destination Study: A method to determine where trips are coming from and going to, or where individuals desire to travel.

Overhead Catenary System (OCS): See "Catenary System" above.

Pantograph: Light rail vehicles collect electrical current from the overhead catenary system (OCS) by means of pantograph structures affixed to the top of the vehicles. The pantographs are in continuous contact with the overhead conductors as the light rail vehicles move along the alignment.

Park-and-Ride Lot: A parking lot to which passengers drive their cars, leave them for the day, and either board transit vehicles or carpool.

Passenger Load: Peak hourly passenger load on transit services is defined as the maximum expected number of passengers that travel past a single point on a particular bus route or rail line during the peak hour. Examining peak passenger loading is important in setting transit frequencies (the time between trains/buses) to reduce the potential for overcrowding.

Peak (Peak Period, Rush Hours): The period during which the maximum amount of travel occurs. It may be specified as the morning (AM) or afternoon or evening (PM) peak.

Performance Measures: Indicators of how well the transportation system is performing with regard to such things as average speed, reliability of travel, and accident rates.

Portal: The structure through which a highway or railroad tunnel exits to the surface.

Pre-Emption: See "Signal Pre-Emption" below.

Preferred Alternative: The Preferred Alternative is a refined version of the Locally-Preferred Alternative, which was modified to reflect public comments, environmental impacts and mitigation, and engineering input. The Red Line Preferred Alternative is a 14.1-mile light rail transit line that would operate from the Centers for Medicare & Medicaid Services (CMS) in Baltimore County to the Johns Hopkins Bayview Medical Center campus in Baltimore City. The transitway includes a combination of surface, tunnel, and aerial segments.

Preliminary Engineering: The initial phase of a project's design process, including planning, station and track layout, and selection of technology/mode.
Priority: See "Signal Prioritization" below.

Program Management Consultant (PMC): The team of consultants working with MTA to oversee management of the Red Line project.

Programmatic Agreement (PA): A PA is a document that spells out the terms of a formal, legally binding agreement between a state Department of Transportation and other state and/or federal agencies. A PA establishes a process for consultation, review, and compliance with one or more federal laws, most often with those federal laws concerning historic preservation.

Project Study Corridor: The general study area for the Preferred Alternative including the project's proposed limit of disturbance.

Public Hearing: A formal meeting called to receive public comment on a proposed action (such as the Red Line project construction).

Public Involvement: The active and meaningful involvement of the public in the development of transportation plans and programs.

Public Meeting: An informal meeting called to present information about, and to discuss, a proposed action.

Purpose and Need Statement: A project purpose is a broad statement of the overall objective to be achieved by a proposed action. Need is a more detailed explanation of the specific transportation problems that exist or are expected to occur in the future. The Purpose and Need Statement is the foundation used to determine if alternatives meet the needs in the area.

Queue: A line of vehicles stopped at an intersection, merge, or diverge point.

Rail Service Plan: The schedule and hours of service of a rail line, including the vehicle requirements.

Record of Decision (ROD): The final approval of an Environmental Impact Statement which will be issued by the Federal Transit Administration. It is a public document that explains the reasons for a project decision and summarizes any mitigation measures that will be incorporated into the project. Obtaining the ROD is the last step in the NEPA process. After a ROD is received, permits and right-of-way can be acquired.

Red Line Corridor Transit Study: The project name used for the AA/DEIS phase of the Red Line project.

Retained Cut: For this project, each tunnel will have a retained cut or "trench" section at each end where the alignment transitions from surface roads to the tunnels. See also "Cut-and-Cover" above.

Ridership: The number of rides taken by people using a public transportation system in a given time period (e.g., daily ridership, annual ridership).

Right-of-Way (ROW): The area over which a legal right of passage exists; land used for public purposes in association with the construction or provision of public facilities, transportation projects, or other infrastructure.

Round 7C: This refers to the Baltimore Metropolitan Council's adopted population, household and employment estimates and projections used in the analyses of environmental and other project impacts. Round 7C (there have been numerous rounds of forecasts over the years) was approved in November 2011 by the Baltimore Regional Transportation Board.

Run Times: The amount of time it takes for a train or bus to travel the length of its route, from one end to another. May also be used to refer to travel times for specific parts of a route (for example, "the run time from Inner Harbor Station to CMS Station." Run times include "dwell time" at stations and stops, as well as the time the transit vehicle is in motion.

Scalability: The ability of a project to be expanded if demand increases in future years. For example, cable conduits could be built larger than needed at transit stations to accommodate additional wires for surveillance cameras, ticket vending machines, passenger information kiosks, etc., in the case that passenger demand is much higher than expected in future years. With larger conduits, additional wires and cables can be added without having to rip up floors and platforms.

Scoping: This is the first step in the NEPA process and determines the range of proposed actions, alternatives, and impacts to be discussed in a DEIS. The required scoping process provides agencies and the public opportunity to comment. Scoping is used to encourage cooperation and early resolutions of potential conflicts, to improve decisions, and to reduce paperwork and delay.

Section 106: The section of the National Historic Preservation Act that requires federal agencies to consider the potential effects of a proposed federal action on any known or potential historic, architectural, or archaeological resources.

Section 4(f): Refers to Section 4(f) of the US Department of Transportation Act of 1966, which includes a national policy to make special efforts to preserve the natural beauty of the countryside, public parks and recreation lands, wildlife and waterfowl refuges, and significant historic sites. Use of these lands for a transportation project will be permitted only when it has been determined that there is no feasible and prudent alternative and the project includes all possible planning to minimize harm to the property resulting from such use.

Shared-Use Path/Facility (Multi-Use Path/Facility): An off-street path that can be used for more than one type of user, including bicycle, pedestrian/wheelchair, and non-motorized recreational travel (scooters, rollerblading, etc.)

Shared Lanes: Surface streets in which transit operates in lanes with regular traffic.

Short-Term Construction Effects: Temporary effects that would occur during (and would result from) the project's construction activities. Compare to "Long-Term Operational Effects" above.

Signal: Traffic signal (e.g., "traffic lights" or "Walk/Don't Walk" lights).

Signalize: To install signals at an intersection (as opposed to having a stop sign).

Signal Pre-Emption: A technique of altering the sequence or timing of traffic signal phases using special detection in order to provide a "green light" for transit vehicles as they approach an intersection.

Signal Prioritization: Technique of altering the sequence or timing of traffic signal phases using special detection in order to provide preferential treatment for transit vehicles (e.g., by lengthening the "green" phase and shortening the "red" phase of a traffic signal) as the transit vehicle approaches an intersection.

Split Platform: Rail term used to describe a station that has separate off-set platforms for each track. The Split Platform can be split onto two or more levels for tunnel or above-ground stations, or, for surface stations, the split can be horizontal (e.g., where the eastbound platform is on the east side of an intersection and the westbound platform is on the west side of the same intersection).

Split Tracks: Rail term used where a set of parallel tracks diverges instead of running adjacent to each other. For example, split tracks would exist where Red Line eastbound service is proposed to run on Mulberry Street, while westbound service would run on Franklin Street.

Staging Areas: During project construction, space is needed for construction support. This includes parking areas for staff, office space for construction management, and loading areas for trucks bringing supplies and removing demolition debris and tunnel muck (excavated materials). Space is also required for stockpiling supplies and materials, mixing concrete or asphalt, etc. Staging areas can be within the project footprint, but may also require additional space adjacent to or near the project footprint.

Stakeholders: Individuals and organizations involved in or affected by the transportation planning process. Includes federal/state/local officials, metropolitan planning organizations, transit operators, freight companies, shippers, and the general public.

Subway: An urban heavy rail public transportation system that uses below-ground right-of-way (tunnels and trenches). Also used to refer to that portion of a transportation system that is constructed beneath the ground surface.

Surface Station: A station that would be built to serve the Red Line project traveling at street level (that is, not underground or on an elevated platform).

Terminal Station: The station at either end of a transit route (rail line or bus route).

Total Maximum Daily Load (TMDL): The maximum amount of a pollutant that a waterbody can receive and meet the ambient water quality standards set forth by Section 303 of the Clean Water Act and state requirements.

Traction Power System: An electricity grid for the supplying of power to electrified rail networks.

Traction Power Substation (TPSS): Substations converting alternating current from the power grid to the voltage and type of current needed for a light rail vehicle. The TPSS structure requires an approximately 45-foot by 85-foot site, plus access roads or driveways. A typical TPSS would be constructed of steel housing, and depending on the location, could be surrounded by fencing, a brick wall, landscaping, or other forms of aesthetic barriers.

Traffic Analysis Zone (TAZ): A geographic area typically ranging in size from a city block to a one-square-mile section (or larger) used in computer models that project changes in traffic flow based on estimated land use changes, population growth, employment growth, and other factors.

Transfer: The portion of a trip between two connecting transit routes, both of which are used for completion of the trip. For example, taking a north-south local bus route to connect to an east-west LRT service that is too far to walk to would require a "transfer" from bus to rail.

Transit Center: A primary station in a multi-destination transit system where passengers may conveniently transfer among trunk lines, local feeder routes, and/or modes. Also referred to as intermodal transfer facilities, transportation centers, stations, and terminals.

Transit-Dependent Population: Generally those without their own means of transportation (e.g., individuals living in zero-car households, children, some low-income individuals, some elderly, and those who are unable to operate a vehicle because of a disability).

Transit-Oriented Development (TOD): A term used for urban development that encompasses a direct and planned access to transit facilities.

Transitway: The area of the alignment including the tracks and the structures supporting the tracks.

Transportation Demand Management (TDM): A program that improves transportation system efficiency by altering transportation system demand using such strategies and facilities as: pricing, ridesharing, park-and-ride facilities, transit-friendly development/zoning, and employer-based programs—such as staggered work hours and telecommuting. TDM programs improve the efficiency of existing facilities by changing demand patterns (reducing peak-hour vehicle trips) rather than embarking on capital improvements.

Transportation Improvement Program (TIP): The TIP is a financially-constrained plan over five years covering the most immediate implementation priorities for surface transportation

projects and strategies from the Metropolitan Planning Organization's long-range plan. The TIP includes all state and local projects that request federal dollars for implementation.

Transportation System Management (TSM): That part of the urban transportation process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system using transportation improvements that generally cost less and can be implemented more quickly than system development actions. TSM strategies consider such options as improvements to public transit systems, minor intersection improvements, signal timing improvements, and traffic management.

Transportation System Management (TSM) Alternative: Transportation System Management Alternatives address the transportation problems in the corridor with the most cost effective alternative relative to the No-Build, but still in accordance with good planning practice.

Transportation System User Benefit: A measurement of the project benefit. The measurement divides the cost (including capital, and operations and maintenance costs) by the travel time savings of all users of the transit system (including existing and new riders). This measure is part of the FTA New Starts evaluations.

Travel Demand Forecast: A forecast for travel demand (daily transit or car trips) on a future transportation system using existing or projected land use, socioeconomic, and transportation services data.

Travel Time: The average time required for a passenger to travel between two points, including delays at intersections, and transit vehicle dwell time at intermediate stations/stops, but not including a passenger's waiting time at the station where they are boarding.

Tunnel: An underground alignment which can be constructed using either cut-and-cover or deep boring methods.

Tunnel Boring Machine (TBM): Machine used to excavate tunnels with a circular cross section through a variety of soil and rock types.

Typical Section: A drawing showing a typical cross-section view of a project (or part of a project). A section view is from the side or front of the project, compared to a "plan view," which shows what the project would look like from above.
Twin-bore Tunnel: Two parallel tunnels. Often constructed (bored) separately, and connected by maintenance tunnels underground. Typically each tunnel handles one direction of vehicular or rail traffic, except during maintenance or emergency operations.

Ventilation Building/Facility/Structure (Fan Plant): A facility required to provide for the movement of air from the surface through the tunnels and stations, to provide for temperature regulation as well as smoke removal during emergencies. These facilities would be comprised of fans, air plenums, and air shafts, contained in a building that could potentially be approximately 60-feet high.

Viewshed: An area visible from a fixed vantage point. A viewshed can be an area of particular scenic or historic value deemed worthy of preservation. A viewshed can be an area viewed from a transportation facility or can be an area viewed from the area near or looking at the transportation facility, including the facility.

Waters of the US: The definition of "waters of the United States" includes the following: (a) Navigable waters of the United States, (b) wetlands, (c) tributaries to navigable waters of the United States, including adjacent wetlands and lakes, and ponds, (d) interstate waters and their tributaries, including adjacent wetlands, and (e) all other waters of the United States not identified above, such as isolated wetlands, intermittent streams, and other waters that are not part of a tributary system to interstate waters or to navigable waters of the United States, where the use, degradation, or destruction of these waters could affect interstate or foreign commerce.

Wetlands: As defined by the US Army Corps of Engineers, wetlands are areas that are inundated or saturated by surface water or groundwater sufficiently to support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, and similar areas and are subject to protection under Executive Order 11990 and Section 404 of the Clean Water Act.

Appendix F: Acronyms and Abbreviations

AA	Alternatives Analysis
AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AC	Acre
ACD	Advanced Conceptual Design
ACE	Army Corps of Engineers
ACHP	Advisory Council on Historic Preservation
ACOE	Army Corps of Engineers
ACS	American Community Survey (United States Census)
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APE	Area of Potential Effect
ARMA	Air and Radiation Management Administration
ARRA	American Reinvestment and Recovery Act
ASH-HMA	Ash-Hot Mix Asphalt
AST	Above Ground Storage Tank
ATC	Anticipated Typical Concentration
AVL	Automatic Vehicle Locaters
B&O	Baltimore & Ohio railroad (freight railroad company)
BCDEP	Baltimore County Department of Environmental Protection
BCDPW	Baltimore City Department of Public Works
BES	Baltimore Ecosystem Study
BIC	Baltimore International College
BGE	Baltimore Gas and Electric
BMC	Baltimore Metropolitan Council
BMP	Best Management Practice
BRAC	Base Realignment and Closure
BRT	Bus Rapid Transit
BRTB	Baltimore Regional Transportation Board
BTOP	Broadband Technologies Opportunities Program
BTU	British Thermal Unit
BWI	Baltimore Washington International Airport
CAA	Federal Clean Air Act
CAC	Citizens' Advisory Council

CBD	Central Business District
CBP	Chesapeake Bay Program
CCTV	Closed-Circuit Television
CEPP	Construction Environmental Protection Plan
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERCLIS	Federal Comprehensive Environmental Response, Compensation and Liability Information System
CFR	Code of Federal Regulations
CHAP	Commission for Historical and Architectural Preservation (Baltimore City)
CIDH	Cast In Drilled Hole
CIH	Signal Control Instrument House
CIP	Capital Improvements Program
CLRL	Central Light Rail Line
CLRP	Constrained Long Range Plan
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMS	Centers for Medicare & Medicaid Services
CO	Carbon Monoxide
CO_2	Carbon Dioxide
COMAR	Code of Maryland Regulations
CRZ	Critical Root Zone
CSX	CSX Corporation (freight railroad company)
CTN	Canton Railroad (freight railroad company)
CTP	Consolidated Transportation Program
CWG	Community Working Group
CWP	Center for Watershed Protection
cy	Cubic yard
CZMA	Coastal Zone Management Act
dB	Decibel
dBA	Decibels Adjusted
dbh	Diameter at Breast Height
DBM	Maryland Department of Budget and Management
DC	Direct Current
DEIS	Draft Environmental Impact Statement
DEPRM	Department of Environmental Protection and Resource Management (Baltimore County)

DEPS	Department of Environmental Protection and Sustainability (Baltimore County)
DHCD	Department of Housing and Community Development
DHS	Department of Homeland Security
DNR	Maryland Department of Natural Resources
DOE	Determination of Eligibility
DOI	US Department of the Interior
DOJ	Department of Justice
DOT	Department of Transportation
DRO	Diesel Range Organics
E&SC	Erosion & Sediment Control (permit)
EA	Environmental Assessment
EB	East bound
ECE	Extended Conceptual Engineering
EDR	Environmental Data Resources, Inc. (consultant)
EIS	Environmental Impact Statement
EJ	Environmental Justice
EOP	Emergency Operating Procedures
EPA	United States Environmental Protection Agency
EPB	Earth-Pressure Balance (type of tunnel boring machine)
EPC	Environmental Performance Commitments
EPOP	Emergency Preparedness Operations Plan
ESD	Environmental Site Design
FCA	Maryland Forest Conservation Act
FCP	Forest Conservation Plan
Fed. Reg.	Federal Register (publication)
FEIS	Final Environmental Impact Statement and Draft Section 4(f) Evaluation
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIBI	Fish Index of Biotic Integrity
FIDS	Forest Interior Dwelling Bird Species
FIRM	Flood Insurance Rate Maps
FSD	Forest Stand Delineation
FTA	Federal Transit Administration
ft bgs	Feet below grade surface
FWS	Fish and Wildlife Service
GA	Geographic Area

GEC	General Engineering Consultant
GIS	Geographical Information System
GPA	Growth Promotion Areas
GPS	Global Positioning System
GRO	Gasoline Range Organics
HABC	Housing Authority of Baltimore City
HASP	Health and Safety Plan
HC	Hydrocarbon (molecules)
HCM	Highway Capacity Manual
HOA	Home Owners' Association
HOV	High Occupancy Vehicle
HR	Human Resources
HRT	Heavy Rail Transit
HUD	Housing and Urban Development
I	Interstate highway
I-M	Industrial, Mixed Use (zoning)
IBI	Index of Biotic Integrity
ICBN	Inter-County Broadband Network
IMPLAN	An economic consulting company (not an acronym)
IRM	Interagency Review Meeting
ITS	Intelligent Transportation Systems
JD	Jurisdictional Determination
JFI	Jacob France Institute (at the University of Maryland Merrick School of Business)
kg	kilogram
KNR	Kiss-and-Ride
kv	kilovolt
L_{10}	Noise level equaled or exceeded 10% of the time
L_{dn}	Noise level during a 24-hour period (Day-Night level)
LEP	Limited English Proficiency
L_{eq}	Equivalent Sound Level
LLC	Limited Liability Company
L_{max}	Maximum Noise Level
LOD	Limits of Disturbance
LOS	Level of Service
LPA	Locally Preferred Alternative
LRP	Long-Range Plan

LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
LUST	Leaking Underground Storage Tank
LWCFA	Land and Water Conservation Fund Act
MARC	Maryland Area Regional Commuter
MAP-21	Moving Ahead for Progress in the 21st Century
MBSS	Maryland Biological Stream Survey
mBTU	Million British Thermal Unit
MDE	Maryland Department of the Environment
MDOT	Maryland Department of Transportation
MDP	Maryland Department of Planning
MDSPGP	Maryland State Programmatic General Permit
MDTA	Maryland Transportation Authority
mg	milligram
MGS	Maryland Geological Survey
MHT	Maryland Historical Trust
MIHP	Maryland Inventory of Historical Properties
MIRC	Maryland Intergovernmental Review & Coordination
MLK Jr.	Martin Luther King, Jr. Boulevard
MOA	Memorandum of Agreement
MOT	Maintenance of Traffic
MOU	Memorandum of Understanding
MPCTC	Maryland Police and Correctional Training Commissions
mph	Miles per hour
MPO	Metropolitan Planning Organization
MRI	Magnetic Resonance Imaging
MSAT	Mobile Source Air Toxic
MTA	Maryland Transit Administration
MWCOG	Metropolitan Washington Council of Government
NA	Not available or not applicable
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NB	North bound
NEC	Northeast Corridor (rail corridor with tracks shared by Amtrak, MARC, and freight railroads)

NEPA	National Environmental Policy Act
NFPA	National Fire Protection Association
NHL	National Historic Landmark
NHPA	National Historic Preservation Act
NIH	National Institutes of Health
NMFS	National Marine Fisheries Service
NO_2	Nitrogen Dioxide
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NO_x	Nitrogen Oxide
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
NPS	National Park Service
NR	National Register (of Historic Places)
NRHP	National Register of Historic Places
NRTR	Red Line Natural Resources Technical Report
NS	Norfolk Southern (freight railroad company)
NSA	Neighborhood Statistical Areas
NTU	Nephelometer Turbidity Units
NWI	National Wetlands Inventory
O&M	Operations and Maintenance
O_3	Ozone
OCC	Operations Control Center
OCS	Overhead Catenary System
ODP	Office for Domestic Preparedness
OMF	Operations and Maintenance Facility
PA	Programmatic Agreement
PAH	Polycyclic Aromatic Hydrocarbon
Pb	Lead
PCBs	Polychlorinated Biphenyls
PEW	Palustrine Emergent Wetland
PFA	Priority Funding Areas
PFW	Palustrine Forested Wetland
PHA	Preliminary Hazard Analysis
PHI	Physical Habitat Index
PIA	Public Information Act

$PM_{2.5}$	Particulate Matter with an Aerodynamic Diameter less than 2.5 Micrometers
PM_{10}	Particulate Matter with an Aerodynamic Diameter less than 10 Micrometers
PMC	Project Management Consultant
PNR	Park-and-Ride
POS	Program Open Space
ppm	parts per million
PSP	Project Safety Plan
PTZ	Pan-Tilt-Zoom camera
R3	Riverine Upper Perennial (wetland)
R4	Riverine Intermittent (wetland)
RCRA	Federal Resource Conservation and Recovery Act
RMS	Root Mean Square
ROD	Record of Decision
ROW	Right-of-Way
RTEs	Rare, Threatened, and Endangered Species
SAAC	Station Area Advisory Committee
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	South bound
SCADA	Supervisory Control and Data Acquisition system
SCD	Soil Conservation District (Baltimore County)
SEM	Sequential Excavation Method
SF	Slurry Face (type of tunnel boring machine)
SF	Square Feet
SHA	Maryland State Highway Administration
SHMTR	*Supplemental Hazardous Materials Technical Report*
SHPA	State Historic Preservation Act
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO_2	Sulphur Dioxide
SOA	State Oversight Agency
SOP	Standard Operating Procedures
SSA	Social Security Administration
SSEPP	System Security and Emergency Preparedness Plan
SSMP	Safety and Security Management Plan
SSPP	System Safety Program Plan

STIP	Statewide Transportation Improvement Program
SVOC	Semi-Volatile Organic Compound
SWM	Stormwater Management
SWPPP	Stormwater Pollution Prevention Plan
TAZ	Traffic Analysis Zone
TBM	Tunnel Boring Machine
TCLP	Toxicity Characteristic Leaching Procedure
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
TMP	Transportation Management Plan
TOD	Transit-Oriented Development
TPSS	Traction Power Substation
TSA	Transportation Security Administration
TSGP	Transit Security Grant Program
TSM	Transportation System Management
TVA	Threat and Vulnerability Analysis
TVM	Ticket Vending Machine
UG	Underground vaults
UMD	University of Maryland
URDL	Urban Rural Demarcation Line
US	United States
USACE	United States Army Corps of Engineers
USC	United States Code
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground Storage Tank
VCP	Voluntary Cleanup Program
VdB	Velocity level in decibel units
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

VSS	Video Surveillance System
WB	West bound
WQLs	Water Quality Limited Segment
WRR	Water Resources Registry
YOE	Year of Expenditure

Appendix G: Agency Coordination Letters

Date	From	Subject/Regarding
11.26.2012	Baltimore Metropolitan Council/Baltimore Regional Transportation Board (BRTB) Interagency Consulting Group	Air quality project conformity letter.
11.6.2012	Federal Transit Administration (FTA)	Notification of Adverse Effect to Advisory Council on Historic Preservation.
11.1.2012	US Army Corps of Engineers	Conceptual Mitigation Plan acceptance.
10.4.2012	Federal Transit Administration	Section 106 Consultation Letter inviting feedback on determinations of eligibility, and invitation to consulting parties meeting.
7.26.2012	Maryland Historical Trust (MHT)	Comments on the review of the Determination of Eligibility forms for historic architectural properties.
6.29.2012	MOU Among Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Maryland Transit Authority (MTA) and Maryland State Highway Administration (SHA)	Process for Re-Designating a Portion of I-70.
6.08.2012	Federal Highway Administration (FHWA)	Response letter from FHWA concurring with FTAs request that FHWA be a cooperating agency and that FHWA agrees to the conditions specified in FTAs letter.
5.16.2012	Federal Transit Administration	Letter to FHWA requesting that FHWA be a cooperating agency.
4.20.2012	Maryland Historical Trust	MHT's concurrence and comments on the *Baltimore Red Line – Phase 1B Archeology Workplan (April 4, 2012).*
2.28.2012	Federal Transit Administration, Region 3	Letter to Environmental Protection Agency (EPA) discussing issues related to the air quality analyses, specifically the use of MOBILE6.2 emissions model, the proposed reclassification of the ozone non-attainment status of the Baltimore region, and the interagency consultation process for particulate matter (PM). Letter includes minutes of various agency discussions on these topics.
1.17.2012	Maryland Department of Planning Maryland Historical Trust	Provided comments on Historical Architecture properties as part of the Section 106 coordination.

Date	From	Subject/Regarding
1.9.2012	Maryland Department of Natural Resources (DNR)	Coordination sheet showing DNR's response generally no in-stream work is permitted in Use I streams during March 1 – June 15 and in Use IV streams from March 1 – May 31.
12.30.2011	US Department of Commerce, National Oceanic & Atmospheric Administration, National Marine Fisheries Service, Habitat Conservation Division –John Nichols	Responding to a letter regarding information on endangered species in the proposed Red Line LRT project corridor. Said that they provided verbal comments on the Red Line proposal at a State Highway Administration (SHA) Monthly Interagency Agency meeting held years ago, but they were unable to provide written comments on the Alternatives Analysis and the Draft Environmental Impact Statement (AA/DEIS). They provided written comments in this letter.
12.16.2011	Federal Transit Administration	FTA & MTA requesting information for threatened & endangered species in the Red Line corridor.
12.16.2011	US Department of Commerce, National Oceanic & Atmospheric Administration, National Marine Fisheries Service	Response letter to 12.16.2011 letter requesting information on presence of endangered species. Signed by M. Colligan.
11.15.2011	US Department of Interior, Fish and Wildlife Service	Online certification letter. Confirming that Red Line reviewed conditions in which online service can be used.
Not Dated	Federal Transit Administration Office of Civil Rights	Following up on 2.28.11 phone conversation regarding an incident of a person not being able to attend a public meeting because it was not held in an Americans with Disabilities Act (ADA) compliant facility.
9.7.2011	Federal Transit Administration Office of Civil Rights	Responding to MTA regarding their letter (8.17.11) regarding the civil rights complaint. The letter responding to the complaint is attached.
8.17.2011	Maryland Transit Administration (MTA)	Clarifying the status of certain pending Civil Rights complaints and comments received in association with the AA/DEIS.
7.6.2010	Maryland Department of Natural Resources	Regarding environmental review for Red Line Transit – Locally Preferred Alternative from Woodlawn to Johns Hopkins Bayview Medical Center campus, Baltimore City and County. There is a nest site for the American peregrine falcon within the study area.

Date	From	Subject/Regarding
6.9.2010	Maryland Historical Trust	Review and comment on Archaeological and Historic Architectural resources as part of the Section 106 coordination.
1.25.2010	US Department of Interior, Fish and Wildlife Service	Response letter to 12.3.2009 letter requesting information on presence of endangered species. Signed by L. Miranda.
1.5.2009	US Environmental Protection Agency (EPA)	EPA has reviewed the AA/DEIS for the Red Line. They have included a summary of the EPA's rating criteria.
1.5.2009	Advisory Council on Historic Preservation	They received the DEIS – they have no comment in regards to the National Environmental Policy Act (NEPA) guidelines.
9.30.2008	Maryland Department of Planning	Responding to the project being submitted for Intergovernmental Review. Participation in the Maryland Intergovernmental Review & Coordination (MIRC) helps ensure the project is consistent with plans, programs, and objectives of the state.
5.2.2006	United State Department of Commerce National Oceanic & Atmospheric Administration – National Marine Fisheries Service	They received the request for comments on the AA for the Red Line but are unable to comment due to funding.
5.8.2006	Maryland Department of Natural Resources	The Wildlife and Heritage Service has determined that there are no State or Federal records for rare, threatened, or endangered species within the boundaries of the Red Line project area. Therefore they have no comments at this time regarding protection measures.
8.25.2005	Maryland Department of Housing and Community Development	The Maryland Historical Trust has reviewed the Red Line Corridor Transit Study: Cultural Resources Reconnaissance Survey (MTA 2005). They are writing to provide comments in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended and Article 83B, Sections 5-617 and 5-618 of the Annotated Code of Maryland.

Baltimore Metropolitan Council

Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230

Telephone: (410) 732-0500
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Anne Arundel County
Baltimore City
Baltimore County
Carroll County
Harford County
Howard County

November 26, 2012

Mr. John Newton
Manager, Environmental Planning
Maryland Transit Administration
6 Saint Paul Street
Baltimore, Maryland 21202

Dear Mr. Newton:

I am writing this letter on behalf of the Interagency Consultation Group (ICG) of the Baltimore Regional Transportation Board (BRTB). The ICG, a subcommittee of the Baltimore Regional Transportation Board, is the group that focuses on coordination of the regional transportation conformity process. ICG voting membership includes the BRTB, Maryland Department of the Environment (MDE), and the Maryland Department of Transportation (MDOT).

MTA, through their consultant team, has asked the ICG to concur with the assessment that the Baltimore Red Line Project, a project in the latest conforming long range transportation plan for the Baltimore region, is not a "project of air quality concern". Through the Red Line PM2.5 Air Quality Report shared in September, the Red Line consultant team presentation at the October 3rd ICG meeting, and the October 25th follow-up email with the updated version of the report, the ICG has been able to concur with this assessment.

Sincerely,

Todd R. Lang
Director, Transportation Planning

Cc: Ray Moravec, Red Line Team

U.S. Department
of Transportation
Federal Transit Administration

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

NOV 6 2012

Ms. Louise Brodnitz
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue, NW, Suite 803
Old Post Office Building
Washington, DC 20004

Re: **Notification of Adverse Effect**
Red Line Project, Baltimore City and Baltimore County, Maryland

Dear Ms. Brodnitz:

The Maryland Transit Administration (MTA), in coordination with the Federal Transit Administration (FTA) as the lead Federal agency, is currently preparing a Final Environmental Impact Statement (FEIS) to identify and document potential environmental, socioeconomic, and cultural resource impacts related to the implementation of a new light rail transit alignment in Baltimore County and Baltimore City, Maryland.

In accordance with 36 CFR 800.6, the FTA wishes to notify you that the subject project will have an adverse effect on historic properties previously listed in or determined to be eligible for the National Register of Historic Places (NRHP). We are requesting that the Advisory Council on Historic Preservation (ACHP) review the attached information to this letter for the purpose of determining if the ACHP wishes to join the consultation process for this undertaking. If the ACHP chooses to participate, we would appreciate a response within 15 days of receipt of this letter.

The **'INTRODUCTION'** document enclosed includes a description of the proposed project; the steps undertaken to identify historic properties within the project's Area of Potential Effects (APE); identification of the historic properties located within the project's APE; the project's effects to these historic properties; an explanation as to why effects are adverse; and whether such adverse effects can be avoided, minimized, or mitigated. A project location map is included as **Attachment 1,** and detailed mapping of the project's APE is included as **Attachment 2**. Also, provided are copies of correspondence with Section 106 consulting parties.

Should you have any questions regarding the Red Line Project or this letter, please feel free to contact Mr. Daniel Koenig, Environmental Protection Specialist, daniel.koenig@dot.gov at (202) 219-3528 or Ms. Gail McFadden-Roberts, Community Planner, Gail.McFadden-Roberts@dot.gov at (202) 656-7121.

We look forward to ACHP's response and coordination. Thank you.

Sincerely,

Brigid Hynes-Cherin
Regional Administrator

cc: John Newton, MTA
Beth Cole, Maryland Historical Trust
Tim Tamburrino, Maryland Historical Trust
Daniel Koenig, Federal Transit Administration
Gail McFadden-Roberts, Federal Transit Administration

Enclosures: INTRODUCTION
Attachment 1: Project Location Map
Attachment 2: Project Area of Potential Effect
Attachment 3: Status of Archeological Testing
Attachment 4: Section 106 Consulting Parties List
Appendix A: Section 106 Consultation Correspondence
Appendix B: Preliminary Effects Determinations (Matrix and Mapping)

INTRODUCTION

1.0 DESCRIPTION OF THE UNDERTAKING

The Preferred Alternative is a light rail transit line that would operate from the Centers for Medicare & Medicaid Services (CMS) in Baltimore County to the Johns Hopkins Bayview Medical Campus in Baltimore City. The transitway includes a combination of surface, tunnel, and aerial segments. The alignment, stations, park-and-ride facilities, system elements, tunnel ventilation, operations and maintenance facility, and rail and bus operations plans are described below.

1.1 Alignment

For presentation purposes, the project study corridor has been divided into five design segments consisting of three at-grade/aerial segments and two tunnel segments totaling approximately 14.1 miles. From west to east, these segments are: West, Cooks Lane Tunnel, US 40, Downtown Tunnel, and East.

West Segment (2.9 miles)

The west segment begins in Baltimore County at the CMS Station, a center-platform station, located west of Rolling Road on the south side of Security Boulevard. At the western end of the Preferred Alternative, 380 feet of tail track would be provided beyond the station for the purpose of operation flexibility. The Preferred Alternative would continue east in an exclusive right-of-way adjacent to the south side of Security Boulevard with at-grade crossings at Greengage Road, Brookdale Road, Boulevard Place Shopping Center entrance, and Rolling Road. From Rolling Road, the Preferred Alternative would run adjacent and parallel to the south side of Security Boulevard and along the northern boundary of Security Square Mall crossing Lord Baltimore Drive at grade. The Preferred Alternative would continue to the center platform Security Square Station located immediately west of Belmont Avenue. A park-and-ride lot is proposed at this station and at full development would have 325-375 parking spaces.

The Preferred Alternative would extend east across Belmont Avenue at grade to the west side of I-695 (Baltimore Beltway), continuing southeast and crossing the interchange diagonally on an aerial structure over I-695. The alignment would continue adjacent to the existing parking lots at the Social Security Administration (SSA) west campus and along the north side of the I-70 ramp to I-695. The Preferred Alternative would continue east transitioning onto the existing excess pavement of westbound I-70, just west of Woodlawn Drive, to the center platform SSA Station just east of Woodlawn Drive.

Continuing east, the Preferred Alternative would cross at grade with a roadway connection from I-70 to Parallel Drive and continue on the former roadway pavement to the proposed I-70 Park-and-Ride Station. The station and park-and-ride facility would be located west of Ingleside Avenue and north of I-70 occupying the on-ramps to the former westbound I-70 and a portion of the SSA campus. Initially, the I-70 Park-and-Ride lot would have 650-700 parking spaces with the opportunity for expansion in the future.

Continuing east of the I-70 Park-and-Ride Station, the Preferred Alternative would cross over Ingleside Avenue on an existing bridge and curve in a southeast direction to the tunnel portal for the Cooks Lane Tunnel segment.

Cooks Lane Tunnel Segment (1.3 miles)

The Preferred Alternative surface alignment would transition to a 734-foot long portal section in the southwest quadrant of the existing cloverleaf interchange at the end of I-70. This existing interchange loop ramp would be permanently removed as part of the project. The tunnel section would begin through the portal on the northwest side of the intersection of Cooks Lane/Forest Park Avenue/Security Boulevard. The tunnel alignment would continue southeast under the intersection in a twin-bore configuration beneath Cooks Lane, crossing into Baltimore City to north of Coleherne Road, then curve left towards Edmondson Avenue and continue east following the centerline of Edmondson Avenue. The tunnel would continue along the centerline of Edmondson Avenue ascending through a portal section to meet the US 40 surface segment approximately 400 feet west of Swann Avenue.

US 40 Segment (3.3 miles)

The US 40 segment would begin after the tunnel portal, continuing east in an exclusive right-of-way along the median of Edmondson Avenue crossing Swann Avenue at grade to the proposed Edmondson Village Station. This center-platform station would be located mid-block between Swann Avenue and North Athol Avenue.

The Preferred Alternative would continue east in the median of US 40 with at-grade crossings at North Athol Avenue, Wildwood Parkway, and North Louden Avenue to the proposed Allendale Station at the intersection of US 40 and Allendale Street. The Allendale Station would have a split platform with the westbound platform located on the west side of Allendale Street and the eastbound platform located on the east side of the intersection. The Preferred Alternative would continue east at grade across Denison Street and Hilton Street. The alignment would cross over the Hilton Parkway and Gwynns Falls in the center of an existing bridge. Baltimore City is currently developing plans as a separate project from the Red Line project to replace the existing Edmondson Avenue Bridge that will be designed to include accommodations for the Red Line.

The Preferred Alternative would continue east at grade through the Edmondson Avenue (US 40)/Franklin Street intersection and Poplar Grove Streets. The proposed Rosemont Station platform would be located in the center of Edmondson Avenue east of Poplar Grove Street. East of the Rosemont Station, the Preferred Alternative would turn right and traverse south along the center of Franklintown Road. At the intersection of Franklintown Road and Franklin Street, the Preferred Alternative would turn left and continue east along the median of US 40/Franklin Street. This is also the proposed location for the Operations and Maintenance Facility site on the south side of Franklin Street. Following the existing roadway, the Preferred Alternative would split near Wheeler Avenue and continue east diverging to cross under the Amtrak Northeast Corridor. The Preferred Alternative would maintain the existing structures over West Franklin Street and West Mulberry Street with minor modifications to the bridge structures, roadway, and utilities to protect the structures. The eastbound track would be adjacent to the north side of Mulberry Street, crossing under the existing Amtrak Bridge to the West Baltimore MARC Station eastbound platform located at the northwest corner of Smallwood Street and Mulberry Street. The West Baltimore MARC Station westbound platform is located at the southwest corner of Smallwood Street and Franklin Street. The westbound track is adjacent to the south side of Franklin Street. The split tracks would continue east along the edge of the West Baltimore MARC parking lots with separate at-grade crossings of Pulaski Street and Payson Street. The tracks diverge from Franklin and Mulberry Streets and rejoin just west of the North Fulton Avenue Bridge.

The Preferred Alternative would continue east in the median of the existing US 40 lower level roadway. The tracks would split east of the Stricker Street pedestrian bridge onto the eastbound left lane of the US 40 corridors. The proposed Harlem Park Station, a center platform station,

would be located between Calhoun Street and Carey Street. East of Carey Street the tracks would merge back to double-track configuration before passing under the existing pedestrian bridge at Carrollton Avenue. The alignment would continue under the Arlington Avenue Bridge to the portal for the Downtown Tunnel.

Downtown Tunnel Segment (3.4 miles)
The tunnel would begin in the median of US 40 immediately west of the North Schroeder Street Bridge and would continue east descending into a 1,200-foot-long tunnel portal within the median of US 40. The tunnel would then curve underneath Mulberry Street and continue south, beneath Fremont Avenue to an underground Poppleton Station proposed immediately north of Baltimore Street. The entrance to the station would be located at the northeast corner of the intersection of Fremont Avenue and Baltimore Street.

The tunnel alignment would continue south and curve east, crossing underneath Martin Luther King, Jr. Boulevard to the center of Lombard Street. The tunnel would continue east beneath Lombard Street to an underground Howard Street/University Center Station, proposed immediately east of Howard Street. The entrance to station would be located at the northeast corner of Howard and Lombard Streets. The Preferred Alternative would cross under the existing CSX railroad tunnel beneath Howard Street just west of the proposed station.

The tunnel alignment would continue east to an underground Inner Harbor Station proposed underneath Lombard Street between Light and Calvert Streets. The entrance to the station would be located at the northeast corner of Lombard and Light Streets and along the north side of Lombard Street west of Calvert Street. From this station there would also be a pedestrian tunnel underneath Light Street to provide a direct connection to the Charles Street Metro Station located underneath Baltimore Street.

The alignment would continue underneath Lombard Street until Market Place where the alignment would curve south centered underneath President Street to Fleet Street. The tunnel alignment would then turn east, underneath Fleet Street to an underground Harbor East Station that would be located east of Central Avenue.

The alignment would continue east centered underneath Fleet Street to an underground Fell's Point Station proposed on the west side of Broadway. The entrance to the station would be located in the median of Broadway north of Fleet Street.

The tunnel alignment would continue east underneath Fleet Street to Washington Street and would turn southeast under Chester Street to Boston Street. It would continue southeast underneath Boston Street to a tunnel portal proposed east of the intersection with Montford Avenue/Hudson Street, ascending to the median of Boston Street at surface.

East Segment (3.2 miles)
The Preferred Alternative would continue southeast at grade in the median of Boston Street to the Canton Station. The Canton Station would be a center platform station located west of the signalized intersection at South Lakewood Avenue.

Boston Street would be developed as one lane in each direction from Montford Avenue to Conkling Street. The Preferred Alternative would continue along the center of Boston Street with at-grade crossings at the signalized intersections of South Lakewood Avenue, South Kenwood Street, Potomac Street (pedestrians only), South East Street, South Clinton Street, and South Conkling Street to the proposed Brewers Hill/Canton Crossing Station. This center platform

station would be located between South Conkling and South Eaton Streets and include a park-and-ride lot with approximately 500-600 parking spaces.

The Preferred Alternative would continue east, at grade across Eaton Street and would transition diagonally on new right-of-way turning north on the west side of Haven Street. The alignment would continue north adjacent to the west side of Haven Street crossing under the O'Donnell Street Bridge into the Canton Railroad right-of-way. The Preferred Alternative would then turn northeast crossing South Haven Street at grade into the Norfolk Southern (NS) right-of-way. The alignment would continue north within the NS right-of-way to the Greektown/Highlandtown Station, a side platform station, which would be located south of Old Eastern Avenue. The Preferred Alternative would occupy the western portion of the Norfolk Southern (NS) right-of-way, a currently inactive railroad right-of-way, referred to as Bear Creek Branch.

The Preferred Alternative would continue north over Eastern Avenue on an existing freight railroad bridge and then ascend and turn east onto a new aerial structure, passing overhead of the NS right-of-way. The structure would cross above Janney Street, Kresson Street, CSX railroad, NS railroad, Oldham Street, Ponca Street, and I-895 to the Johns Hopkins Bayview campus property. The alignment would continue east at grade along the existing alignment of Alpha Commons Drive to the Bayview Campus Station. This center platform station would be located immediately west of Bayview Boulevard. The alignment would turn north at grade on the east side of Bayview Boulevard continuing north adjacent to Bayview Boulevard with at-grade crossings of Nathan Shock Drive, a National Institutes of Health (NIH) driveway, and Lombard Street. The Preferred Alternative would continue north turning northeast along the eastside of I-895 to the proposed Bayview MARC Station, its eastern terminus. A park-and-ride lot with approximately 650 parking spaces is proposed as part of a new Bayview MARC Station, which is a separate project to be implemented by the MTA and Baltimore City. At the eastern end of the alignment, 380 feet of tail track would be provided beyond the station for the purpose of operational flexibility.

Stations

The Preferred Alternative would include 19 stations, 14 surface and 5 underground. The proposed Red Line station locations have been identified based upon compatibility with surrounding site conditions, intended passenger catchment areas, site circulation, site services and amenities, transit oriented development opportunities, public space availability, future urban plan visioning, community input through the Station Area Advisory Committees (SAACs), and other public outreach. Stations along the alignment would have one of three types of platforms: center, side, and split. All surface station platforms would be approximately 194 feet long, regardless of the type of platform.

Two of the surface stations would be grade-separated from the pedestrian access areas. The Social Security Administration station would be located on an existing bridge embankment with pedestrian access from below. The Harlem Park station would be located in the lower level of US 40, and pedestrians would access the station from Calhoun Street above. These stations would include vertical circulation access elements such as stairs and ramps, and/or elevators to access the platform. The entire project, including the stations, would be designed and constructed in accordance with the Americans with Disabilities Act (ADA) to be fully accessible, with barrier-free and user-friendly access for transit customers and personnel.

Two stations would provide connections to an existing MARC Penn Line: the West Baltimore MARC Station and the proposed Bayview MARC Station. The Inner Harbor Station would provide a connection to existing Charles Center Metro Station. The Howard Street Station would

provide a connection to the existing Central Light Rail Line and the MARC Camden Line station three blocks to the south.

For the underground stations, there are two-level and three-level stations being considered. Three-level stations are proposed in areas where the tunnel alignment is deep because of street utilities, geological conditions, and/or structural requirements. The depth of the tunnel and station vary with the unique site conditions at each of the five underground stations. Patrons would enter from street-level entrances and descend to the public mezzanine level by elevator, escalator, or stairs; pay their fare; and then descend another level to the station platform. Each underground station also has an accompanying ancillary building, which houses mechanical equipment, traction power substations, and ventilation shafts.

The proposed Red Line Stations are summarized in **Table 1**

Table 1: Red Line Station Summary

Station Name	Surface Station Type	Platform Type
CMS	At grade	Center
Security Square	At grade with park-and-ride	Center
Social Security Administration	Grade separated	Center
I-70 Park & Ride	At grade with park-and-ride	Center
Edmondson Village	At grade	Center
Allendale	At grade	Split Side
Rosemont	At grade	Center
West Baltimore MARC	At grade with park-and-ride	Side
Harlem Park	Grade separated	Center
Poppleton	Underground, 2-level	Center
Howard Street/ University Center	Underground, 3-level	Center
Inner Harbor	Underground, 2-level	Center
Harbor East	Underground, 3-level	Center
Fell's Point	Underground, 3-level	Center
Canton	At grade	Center
Brewers Hill/ Canton Crossing	At grade with park-and-ride	Center
Highlandtown/Greektown	At grade	Side
Bayview Campus	At grade	Center
Bayview MARC	At grade with park-and-ride	Center

1.2 Station Elements

Each station would contain elements and amenities dedicated to the transit operation and convenience and safety of the transit user including: ticket vending machines; shelters or canopies at surface stations; emergency telephones, closed-circuit television; seating, bicycle racks and/or lockers; system signage; and recycling/trash receptacles.

Architecture

Station canopies, surface stations, shelters, and underground station entrances would be some of the most noticeable elements within the system. The station design methodology is based on a multi-step process that includes a contextual investigation of the project study corridor and its surrounding neighborhoods, identifying land uses, the areas served, its historical significance, and materials that define the fabric of the community. The process also includes analysis of the functional elements of the stations such as: finishes, weather protection, lighting, bike storage,

and transit-specific elements including communications, system operations and maintenance, safety and security, wayfinding, and customer information. The station design would consider a modular "kit of parts" maintaining the transit system identity while allowing a level of "customization" to recognize neighborhood context and integration. The station architecture would incorporate materials that provide system recognition, ease of maintenance and operations, durability, aesthetic quality, while reflecting neighborhood context.

Station Access
Each station would need to accommodate various access modes: pedestrian, bicycle, bus, and vehicular drop-off. ADA-compliant, accessible routes connecting to each of these modes would be provided and integrated into the topography of the site. Ramps, elevators, and stairs would be incorporated, as required, for access requiring grade change.

Landscape/Site Design
Station design would incorporate landscape and site design to integrate the station into its surroundings. Materials for hardscape surfaces such as walkways, entry plazas, and retaining walls would be treated similar to, and in conjunction with, architectural elements. Stormwater management and parking facilities would be considered integral parts of the station design and may provide opportunities for sustainable features, environmental site design and landscape focal points.

Lighting
Lighting at the stations would be provided at various levels. An overall system of lighting consistent throughout the corridor would provide general illumination for safety and wayfinding at the stations. Pedestrian level lighting at sidewalks, pathways, and at the station itself would provide a more focused lighting source and could provide the opportunity to highlight the individual neighborhood identity through the style and location of the fixtures. Feature lighting enhancing particular design elements, such as landscape and art features, would also be considered. A balance between safety, sustainable design practices, and impact on adjacent neighborhoods would be a consideration in lighting design.

Wayfinding
The primary wayfinding tool in the station would be signage. The objective of the system signing is to direct persons to, through, and out of the system in an efficient, safe, and user-friendly manner using straightforward, clear, and precise methods of organized, logical, and reasonable layouts. Sign communication would be placed carefully and would be standard in dimensions and quantities throughout the Red Line system. The signing would emphasize the Red Line system identity and be consistent with existing MTA signage. Stations, when appropriate, would incorporate signage directing patrons to other modes of transportation, connecting bicycle and pedestrian trails, neighborhood destinations, neighborhood landmarks and historic references, or may also include advertisements.

1.3 Park-and-Ride Facilities
Park-and-ride facilities would be constructed at the stations where there is the highest demand for drive-to-transit access. There are five park-and-ride facilities proposed for the Red Line, all of which would be surface parking lots. Two of the five park-and-ride lots would be constructed by others (West Baltimore MARC and Bayview MARC) but Red Line passengers would be able to park at these facilities and ride the Red Line or the MARC. Park-and-ride capacity may be built in phases as demand grows. **Table 2** lists the locations and total built-out capacity anticipated of the five park-and-ride facilities.

Table 2: Approximate Number of Parking Spaces Proposed at the Park-and-Ride Lots

Park-and-Ride Facility	Approximate Number of Parking Spaces
Security Square	325-375
I-70	650-700
West Baltimore MARC	700
Brewers Hill/Canton Crossing	500-600
Bayview MARC	650
Approximate total	**2825-3025**

1.4 Track Types

Four types of track are being considered for this project: ballasted, embedded, direct fixation, and green track. Ballasted track consists of rail, fasteners, crossties, and the ballast/subballast bed and would be used in areas in the project study corridor such as on the I-70 right-of-way and along the Norfolk Southern freight tracks on the east side of the project study corridor. Embedded track is completely covered/embedded, except for the top of the rail and would be used at roadway grade crossings such as intersections. Direct fixation is a track construction method in which the rails are directly affixed to a concrete deck or base slab, and would be used for tracks on aerial structures and in tunnels. Green track is defined as a transitway designed for plant material to grow alongside and in between the rails. Green track is being considered in the portions of the project study corridor through residential communities such as along US 40/ Edmondson Avenue and in Canton.

1.5 Traction Power Substations

To provide electricity along the line for the light rail vehicles, 17 Traction Power Substations (TPSS) are proposed and would be located along the alignment. The TPSS would require approximately 45-foot by 85-foot sites plus access roads or driveways. A typical TPSS would be constructed of steel housing and depending on the location, could be surrounded by fencing, a brick wall, landscaping, or other forms of aesthetic barriers. Examples of existing TPSS for other light rail projects in the US are shown below.

The TPSS would be spaced along the alignment, approximately one mile apart. Two TPSS locations would be within underground stations and one location would be within the proposed Operations and Maintenance Facility.

1.6 Crossovers and Signal Control Instrument Houses

The signal control instrument house (CIH) contains elements of the signaling control system, circuits and equipment required for safe vehicle operation. Currently, eight CIHs are planned along the alignment. The distances between the signal houses vary and are based on the locations of the crossover tracks where light rail vehicles can switch tracks. Another factor that determines the location of the CIHs is the ability to have an unobstructed view between them. The CIH structures are prefabricated steel structures approximately 10 feet by 40 feet and 10 feet high.

1.7 Overhead Catenary System

A continuous supply of electrical power is provided to the light rail vehicle by means of the Overhead Catenary System (OCS). This is achieved by the use of overhead conductors (electrified wires) centered over each track and supported by cantilever frame or support wire assemblies attached to steel poles, bolted to concrete foundations. The light rail vehicles collect current from the OCS by means of pantographs affixed to the top of the vehicles that are in continuous contact with the overhead conductors as the vehicles move along the alignment.

The configuration that is anticipated for the OCS throughout the Red Line alignment would be a "simple catenary" system, consisting of a contact wire suspended via hangers from a messenger wire. The standard system height (vertical distance from the contact wire to the messenger wire) is set to maximize the span lengths between supporting poles. The standard wire heights for the Red Line would be 18 feet for the contact wire and 21 feet-6 inches for the messenger wire. Utilizing this configuration, the maximum span length between poles on straight track would be 220 feet. This span length between supports would be reduced, as required, to accommodate track curvature, roadway intersections and other constraints along the alignment.

Additionally, the wire heights would vary along the alignment based on local constraints, particularly low vertical clearances. In areas of restrictive vertical clearance, such as in tunnels and under bridges, the contact wire and messenger wire heights would be reduced to accommodate the restricted height. Typical OCS pole styles proposed for the Red Line would be tapered tubular and wide flange, depending on the surrounding alignment features. Wide flange poles with a galvanized finish would be utilized along industrial and open route sections of the alignment. In residential and commercial sections, tapered tubular steel poles would be employed. The tapered tubular poles would be painted to be consistent with surrounding features, including traffic signal poles and station elements.

The range of tapered tubular pole diameters is expected to be between 9 inches and 15 inches, depending on loading and electrical conduit space requirements. Wide flange poles between 8 inches and 14 inches deep are anticipated. While the heights of the poles would vary based on support and wire configuration, the standard pole height for center supported OCS is expected to be 24 feet.

Wherever possible along the Red Line alignment, OCS poles would be located between the tracks allowing one pole, with back-to-back cantilever arms, to support the overhead conductors for both tracks. Additionally, to maximize efficiency and minimize visual impacts to the travelling public, street lighting luminaires and mast arms would be co-located on OCS poles wherever feasible and advantageous along the alignment. At these joint-use support locations, the OCS pole height would be increased to 27 feet-6 inches to accommodate the 30-foot standard luminaire height.

At locations where it is not feasible to place center supports, such as at locations where the tracks curve through an intersection, side poles with span wire support arrangements would be utilized to support the OCS. In these locations, the traffic signals and street lighting would be co-located with OCS poles, wherever practical, to reduce the impacts to the sidewalk areas. In tunnel sections, the OCS support structures would be affixed to the tunnel roof.

1.8 Tunnel Ventilation and Fan Plant Facilities

The underground segments of the project would require a mechanical ventilation system comprised of fans, air plenums, and air shafts that would connect the tunnels and station platform areas to outside air. The tunnel ventilation system for the Red Line would provide acceptable air temperatures throughout the tunnels and underground stations under normal and congested operating conditions. During emergency conditions, such as a fire incident on a train in either the tunnel or the station, the ventilation system would assist in the movement of smoke and heat; facilitate passenger evacuation, and firefighting operations.

Under normal operating conditions, when trains are moving freely through the tunnels and stations during the warmer months, the ventilation approach would rely on the piston effect of

moving trains to generate airflows that would exchange tunnel air with outside air and remove train-generated heat. Under congested or perturbed conditions, when trains are stopped or moving slowly, the ventilation system would prevent tunnel air from reaching temperatures above the maximum design operating temperatures of the onboard equipment.

In the event of a tunnel fire involving a stopped train, the ventilation system would be operated to move fresh outside air toward evacuating passengers, thereby clearing the egress path of smoke. The egress path would lead to points of safety either in the adjacent tunnel, through cross-passageways spaced no more than 800 feet apart, outdoors via a portal or a station. Since the direction of passenger evacuation depends upon the location of the fire relative to the train, the ventilation system would be designed to move air over the length of the train, in either direction.

Cooks Lane Tunnel Segment

The ventilation system for the Cooks Lane Tunnel segment would utilize a jet fan system. Jet fans would be located over the length of the tunnel spaced no closer than 300 feet apart. Because of limited space in the tunnel above the light rail vehicle, the jet fans and sound attenuators would be located on the tunnel side wall, on the opposite side of the safety walkway. The jet fan system generates longitudinal airflow by intaking low velocity tunnel air and discharging it at high velocity (about 6,000 feet per minute). The jet fans would be reversible to allow airflow to be generated in either direction.

Downtown Tunnel Segment

To meet the ventilation objectives, the Downtown Tunnel segment would implement a design concept that employs station end fan plants. Each station facility would house two independent shafts, each containing two fans. Each shaft would connect to the tunnels at opposite ends of the station. The fans would be reversible to either supply air to, or exhaust air from, the tunnels. To remove train-generated heat during normal operations when trains are moving freely throughout the system, each shaft would include a fan by-pass system to allow the exchange of tunnel air with outside air.

The fan plant buildings would be up to 60 feet high depending on the station and the ventilation requirements. Each fan plant would be designed to be compatible with surrounding structures. The fan plants would contain the following internal components: transformers for power supply, staircases for access/egress, four fans, a battery room, and a series of silencers above the fans to attenuate their noise.

1.9 Operations and Maintenance Facility

The Operations and Maintenance Facility (OMF) is where light rail cars would be stored, maintained, and dispatched on their daily routes each day. The OMF would accommodate administrative and light rail operation functions for the Red Line. The site, as currently proposed, would be comprised of 11 existing parcels totaling 20.8 acres in Baltimore City. The OMF would be located along the south side of US 40/Franklin Street centered on Calverton Road between Franklintown Road and Warwick Avenue, and referred to as the Calverton Road site. Currently, these parcels support light industrial uses and would be compatible with the use as the OMF.

The OMF would be comprised of three main buildings, light rail track into and out of the facility site, three CIHs, and two TPSS for the mainline and the site, and a covered fuel station. There would be an area for employee and visitor parking totaling approximately 200 spaces, and the site would be secured and fenced.

The primary activities of the OMF would include:

- Primary access for trains into and out of the yard from the eastbound and westbound mainlines for insertion into revenue service, mid-day storage of vehicles and end-of-day storage of vehicles;
- Train storage for 26 vehicles in the yard that can be expanded to 34 and another ten vehicles inside the maintenance building;
- Train wash facility;
- Yard control on the 2nd floor of the Facilities Maintenance and Transportation Building;
- Welfare facilities for personnel;
- Service and inspection tracks;
- Heavy repair tracks;
- Yard storage that allows for sanding and interior cleaning;
- Fueling for support vehicles;
- Storage for equipment and material;
- Access roadways and parking; and
- Stormwater management.

The maintenance building would include the administrative functions for the Red Line including: operations staff offices, dispatcher work stations, information center, employee break room and/or lunchroom, driver area with lockers, showers, and restrooms. Drivers would use the maintenance building as their home base.

The storage yard portion of the facility is the point of origin and termination for Red Line service. The storage yard includes storage for up to 34 light rail vehicles and MTA support vehicles and a covered exterior storage building.

The maintenance building would include maintenance and repair shops, a body shop, paint booth, interior vehicle cleaning, and exterior car washing. All LRT drivers and other MTA employees would report to this building every time they come to work.

The overall storage and maintenance facility site as currently programmed would include approximately 77,000 square feet of parking, 12,000 square feet of exterior support spaces, 62,700 square feet of light rail vehicle storage, and 251,000 square feet of lead tracks. The MTA would operate three shifts at this facility for some departments. Approximately 300 employees could work out of this facility.

2.0 AREA OF POTENTIAL EFFECTS (APE) AND IDENTIFICATION OF HISTORIC PROPERTIES

The APE is defined in Section 106 of the NHPA as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

The Red Line Project historic architectural study began in summer 2004. At that time, the APE established by MTA and the Maryland Historic Trust (MHT, the State Historic Preservation

Office) encompassed areas where permanent and temporary project impacts would occur and also included additional areas where potential indirect effects (visual, atmospheric, audible, etc.) on the built environment might occur. The APE initially was determined to be 500 feet from each alignment's center line (i.e., a 1,000-foot buffer centered on each alignment) for areas west of Gwynns Falls Park, and 250 feet from each alignment's center line (i.e., a 500-foot buffer centered on each alignment) for areas east of the park. The wider APE was applied to the suburban areas of Baltimore County and western Baltimore City, while the narrower APE was used for Baltimore City's densely built urban areas. Because of the potential for project changes as alignments were refined, all parties agreed that the APE would change over the course of the project, which is typical Section 106 practice. (Mapping showing the current APE is included as **Attachment 2** – which also includes all historic properties within the APE.)

Within the established APE, detailed Limits of Disturbance (LOD) mapping was generated to define the area of construction-related areas of soil disturbance that had the potential to impact below-ground archeological resources. The project team, in consultation with the staff of MHT, completed a Phase IB Archeological Work Plan which defined 22 areas of archeological sensitivity along the Preferred Alternative – 5 in Baltimore County and 17 in Baltimore City. Each area of archeological sensitivity where the Preferred Alternative would cause ground disturbance has been reviewed and assessed with regard to the potential for encountering archaeological resources during construction of the Red Line LRT project. The results of the completed archeological identification survey work are discussed in more detail in the following sections.

2.1 Identification of Historic Properties: Architectural Resources

After historians gathered information on previously identified historic properties, additional research and survey served to identify any built resources more than 45 years of age so they could be evaluated for NRHP eligibility.

MTA submitted the resulting *Cultural Resources Technical Report: Volume 1 -- Red Line Corridor Transit Study: Cultural Resources Reconnaissance Survey* to MHT in April 2005. MHT provided comments in correspondence dated August 25, 2005, and formally concurred with the APE delineation (copies of all correspondence noted are included in **Appendix A**).

MTA later submitted the three volume intensive-level survey *Historic Structures Survey Technical Report* to MHT in February 2006. Comments were received from MHT in correspondence dated March 19, 2007. MTA incorporated MHT's suggested changes and submitted revised DOE Forms to MHT in December 2007.

The Red Line Project was extended to the east in 2007 to the Johns Hopkins Bayview Medical Center in eastern Baltimore City because MTA determined there was sufficient ridership potential. While The APE guidelines previously established for the original survey were applied to the Bayview Extension. Therefore, the APE for was defined to be 250 feet on either side of the center line.

MTA submitted the resulting *Cultural Resources Technical Report: Volume 4 -- Red Line Corridor Transit Study: Bayview Extension Cultural Resources Reconnaissance Survey* to MHT at an April 7, 2008, meeting that included the historians.

MTA then submitted the resulting *Red Line Corridor Transit Study – Bayview Extension; Historic Architectural Resources Survey* to MHT in February 2010. Comments were received

from MHT in correspondence dated June 9, 2010, that also included follow-up comments for the original intensive-level survey. MTA submitted revised DOE Forms based on MHT comments on May 2, 2012.

Officials selected the Red Line Locally Preferred Alternative (LPA) in August 2009. Although the preliminary LOD remained unknown, historians refined the APE in July 2010 to only include the LPA and excised areas associated with alternatives no longer under consideration. Historians applied the same prior methodology to this revised APE, using either the 500-foot or 250-foot buffer from the centerline as appropriate.

Additional buildings, structures, objects, and districts were identified within the APE for portions of the LPA that were not investigated during the original survey efforts. Historians conducted an additional architectural field survey in December 2010.

In correspondence dated January 17, 2012, MHT concurred with the APE, indicating that the APE width should remain a set distance from the center line of the Preferred Alternative and subsequent LOD information, but that minor APE revisions to accommodate small changes in the LOD would not be required. The agency asked that all properties that would become 50 years old prior to the completion of the project planning process be identified and evaluated; considering the project schedule, all properties built in or before 1963 would be evaluated. This revised year-built guideline would apply to the entire revised APE, requiring re-evaluations in previously surveyed areas.

The design team established the preliminary Red Line LOD in December 2011. Therefore, MTA again refined the APE to now consider the polygon-shaped LOD, rather than the linear project information previously considered. Following prior precedent and MHT recommendations, the new APE was 500 feet on either side of the LOD's outer limits to the west (and inclusive) of Gwynns Falls Park, and 250 feet on either side of the LOD's outer limits to the east of the park. In a meeting attended by MTA, its consultants and historians, and FTA on February 16, 2012, FTA concurred with this APE and the associated documentation approach.

MTA submitted final additional Determination of Eligibility and Short Forms to MHT in May and June 2012; concurrence with these determinations was received on July 26, 2012 (see Appendix A). All determinations of eligibility completed as part of the Red Line met the established MHT documentation standards.

3.0 HISTORIC PROPERTIES WITHIN THE APE

3.1 Built Historic Properties

After the intensive-level documentation described above, historians have determined that there are a total of 78 built historic properties within the Red Line Project APE. Historic properties include individual properties and districts identified during the previous surveys, and those from the recent supplemental studies. Only one historic property, the Franklintown Road over Dead Run Bridge (SHA #B0096 and MIHP No. BA-2853) is located within Baltimore County. All other historic properties are located in Baltimore City.

Two of the NRHP-listed properties are also National Historic Landmarks (NHL). NHLs are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. NHLs located within the historic architectural APE are Davidge Hall (MIHP No. B-41)

and the Star-Spangled Banner Flag House (MIHP No. B-15). **Attachment 2** includes detailed mapping showing: 1) the current APE, 2) all historic properties within the APE, and 3) preliminary effects determination notations for each property. **Appendix B** contains a detailed matrix summarizing the determination of effect for each historic property.

3.2 Archaeological Resources

MTA and the project team completed a Phase IA Archeological Assessment in 2007, which provided an overall assessment of potential impacts to archeological resources. This report was submitted to MHT, and comments where received on May 19, 2007. A Draft Phase IB Archaeological Workplan was prepared outlining the proposed methodology for the effort and submitted to the MHT on April 5, 2012. MHT concurred with the workplan on April 17, 2012. As part of the Phase IB identification effort, archival research, field survey and analysis of the field survey results will be conducted by MTA.

Data collected during the Phase IA archeological study was used to generate a historic context and predictive model for the location of potential prehistoric and historic archaeological sites within the LOD. Areas of low, medium, medium to high and high archaeological potential were defined using regional prehistoric and historic site location prediction models for sites.

Areas assessed with high archeological potential contained favorable conditions for the preservation of intact archeological deposits, whereas areas with low potential exhibited less favorable environmental settings for occupation. These models are all based on the use of hydrology, landforms, soils and slope as a predictor of settlement locations. The models all ranked areas as having high potential if they were:

- Located within 492 feet of a stream
- Located on a slope of less than 15 percent
- Located on well-drained soils
- Located on a south facing aspect

The predictive site location model for historic sites location also defined areas of high potential as:

- Areas where structures are shown on historic maps
- Areas along larger streams that may have been the location of mills
- Well-drained areas along historic roads with a slope of less than 15 percent

In addition to the above models, the development of the predictive model for the Preferred Alternative's LOD also incorporated evidence of prior disturbance, current land use and previously recorded cultural resources to justify areas of high, medium and low cultural resource sensitivity. Interestingly, the Phase IA study found that the process of infilling to create manmade land, as well as the material used in repeated episodes of urban reconstruction, such as from the 1904 Baltimore City fire, have contributed to the preservation of archeological sites. Conversely, the widening of roadways within the heart of the City, such as along Lombard Street, consumed the edges of adjacent lots, introducing impacts into core areas of earlier residential, commercial and industrial activities. A general land use analysis of the LOD was conducted using existing GIS land use data and recent aerial photography. Cultural resource data were compiled from MHT records and historic maps. Environmental setting data was compiled using digital soil data, current aerial photographs and USGS topographic quadrangle maps.

In addition, data regarding subsurface conditions is also being gathered through the archaeological monitoring of project geotechnical borings. Initiated in December 2009, archaeologists, working in conjunction with the geotechnical staff, are recording the soils in geotechnical bores collected from areas of archaeological sensitivity in the LOD. The bores provide a glimpse of the soil stratigraphy in the project setting, including modern and historic fill, as well as the natural subsoil development. The soils information, as well as any archaeological observations, is shared with the project geomorphologist. This monitoring effort is allowing the archeological team to verify the anticipated subsurface conditions in potentially sensitive portions of the alignment, and help to highlight areas of elevated potential or subsurface integrity. For example, soil bores along Boston Street have confirmed significant historic infilling in the setting, but also evidence of the potential for wharves, pilings and other wooden features associated with 19th and early 20th century maritime activities at the harbor.

Archeology Study Areas within the LOD

Given the high probability to locate archeological resources, six archeological study areas were defined along the course of the LOD. Volume II of the FEIS contains detailed mapping of the following study areas:

- Archeological Study Area 1, the West Segment, which extends from the western terminus of the Red Line on Security Boulevard (MD 122) to the western Cooks Lane tunnel portal;
- Archeological Study Area 2, the Cooks Lane Tunnel, which extends from the western Cooks Lane tunnel portal to its eastern tunnel portal on Edmondson Avenue (US 40);
- Archeological Study Area 3, the US 40 Segment, which extends from the eastern Cooks Lane tunnel portal on Edmondson Avenue (US 40) to the western tunnel portal on US 40 just east of North Arlington Avenue;
- Archeological Study Area 4, the Downtown Tunnel, which extends from the western Downtown Tunnel portal on US 40 just east of North Arlington Avenue to its eastern portal on Boston Street;
- Archeological Study Area 5, part of the East Segment, which extends from the eastern Downtown Tunnel portal on Boston Street to the western edge of the Johns Hopkins Bayview Medical Center, and;
- Archeological Study Area 6, part of the East Segment, which extends from the western edge of the Johns Hopkins Bayview Medical Center to the eastern terminus of the Red Line.

Archeological Survey

Archival research will address the cultural context of archeological resources and the land use history of each archeological sensitivity area. The archival research will concentrate on the creation of a general cultural context for all time periods associated with the Preferred Alternative. A review of previous archeological work undertaken within the vicinity of Preferred Alternative will be done in order to identify other archeological sites in the general vicinity.

The proposed archeological field effort will be undertaken in two stages:

- Stage 1, which is currently underway, includes testing of permeable, accessible surface alignment segments within areas of archeological sensitivity in the project LOD. Field surveys employing hand-excavated shovel test pits (STPs) have been conducted at 15 meter intervals within each sensitivity area. It is anticipated that this effort will be undertaken prior to the issuance of the Record of Decision (ROD) based on access to properties.

- Stage 2 would be undertaken after the issuance of the ROD and includes Phase IB identification survey of below-ground impacts, such as tunnel portals, stations and ventilation facilities in the Preferred Alternative, impermeable surfaces, potential Phase II archeological evaluation studies of archeological sites identified within Stage 1, and Phase III archaeological data recovery efforts for National Register-eligible sites than cannot be avoided by the impacts of the Preferred Alternative.

Given the potential depth and complexity of these archeological excavations in an urban environment, MTA will coordinate with FTA and MHT on the proposed excavation methodologies in these areas post-ROD as part of the Final Design and Construction phase of the Project and as outlined in the Section 106 Programmatic Agreement. Additional project elements that might be added to the project during the later stages of design, including potential off-site environmental mitigations sites, would also be addressed during Stage 2 and in the Programmatic Agreement. The Programmatic Agreement will outline the specific archeological commitments in Stage 2 and be executed prior to the issuance of the ROD.

Analysis of the field findings includes the use of numerical techniques and qualitative assessment of the artifacts to evaluate the nature of the artifact deposits identified during testing and their depositional contexts. The goal of the analyses is to determine the integrity of the deposits and their potential to provide new and significant information on the history or prehistory of the locale and region. Recommendations for the National Register eligibility of each sensitivity area and further archeological investigations within each area, if warranted, will be based on the results of these analyses.

As noted, the archeological survey work will continue to be completed as project plans continue to be developed and property access for surveys is obtained. At the time of this summary, it is estimated that approximately 40% of the identified Archeological Sensitivity areas have been tested. A table and mapping summarizing the status of the archeological survey coverage are included **Attachment 3**.

Although archeological material has been recovered on most the tested areas, with one exception, none of these have been found to possess significantly intact archeological deposits to be considered eligible for the NRHP. The one exception is a late 19th – 20th century historic period farmstead, the Ward Farm site, in Archeological Sensitivity Area BC-4 (between I-70 and Parallel Road), which is being recommended for Phase II evaluation.

4.0 SUMMARY OF EFFECT DETERMINATIONS

As stated above, there were effects assessments conducted on 78 built historic properties. After considering project impacts as they are currently known, the Red Line Project will have no effect on 45 historic properties; no adverse effect on 28 historic properties; and an adverse effect on 5 historic properties (see **Appendix B**). If changes to the project require additional assessments as project changes or refinements are made, a revised effects report will be completed to note any changes in effect determinations. Note that initial project plans resulted in many additional adverse effects, but cultural resources staff members have worked diligently with engineers and transportation planners to avoid and minimize adverse effects to other historic properties.

Under Section 106, a project has a single determination of effect; effects evaluations on individual historic properties within the Area of Potential Effects are conducted to reach the project determination of effect and to inform the Section 4(f) component of the project. At this time, there are five adversely affected historic properties: Poppleton Fire Station; Business and

Government Historic District; South Central Avenue Historic District; Fells Point Historic District; and Public School No. 25. MHT has not yet concurred with these determinations; therefore, it is possible this list may be amended at a later date. Demolition of two contributing buildings will occur within the Business and Government Historic District; all other adverse effects are the result of indirect effects which primarily impact setting. These effects area caused by primarily visual effects relate to the setting.

Based on these individual effects evaluations, the overall project assessment of effects includes a finding that the Red Line Project will have an adverse effect on historic properties. This finding was the subject of discussion during consultation with appropriate Section 106 consulting parties, during Section 106 consultation meetings (September 25, 2012 and October 17, 2012), and included discussion of potential mitigation measures. Consulting party comments related to these recent meetings are still being received and reviewed, and therefore have not yet been incorporated in the discussion of potential mitigation measures identified below. As will be detailed below, Section 106 consultation for this project was initiated during earlier phases and is ongoing (copies of all Section 106 consultation correspondence are included in **Appendix A**).

Resolution of Adverse Effects

Mitigation historically has focused on directly addressing adverse effects to individual historic properties and there is merit in this approach in certain instances. However, recent trends employ more creative and holistic mitigation that addresses the greater project adverse effect. Efforts should focus on public education benefits and/or access to the historic preservation study documentation produced in support of the project. Below are potential mitigation measures that use both approaches.

- Historic American Buildings Survey Level II documentation for buildings that will be demolished in the Business and Government Historic District and adjacent to the Poppleton Fire Station.
- Fell's Point Historic District Walking Tour: to be executed as a pamphlet with limited printing and an accompanying smart phone application and website.
- Web-based map hosted by the project showing the locations of all historic properties in the APE; additional existing documentation and any project-related documentation (photographs, DOE forms, NR nominations, HABS/HAER recordation) can be added to the historic property polygons.
- Interpretive work to be incorporated into stations: historic panels and associated smart phone application and website discussing the unique historic properties and history of the neighborhood of each station and showing historic photographs of each area.
- Update the South Central Avenue National Register of Historic Places nomination, including contributing/noncontributing delineations; execute additional National Register nominations for three properties, to be determined by the consulting parties, within the APE that are not formally listed. Focus should be on properties that may benefit from the listing by taking advantage of historic preservation tax credits.
- Bricks and mortar preservation funds for properties in Fell's Point, with possibilities for teaming opportunities with local preservation organizations to maximize public education benefit.
- Transit-oriented development concerns should be addressed within the PA.

- The PA should include provisions for the Maryland Historical Trust to review and comment on station design; PA deliverables; and other project components as appropriate.
- The PA should include a consultation plan for addressing unanticipated adverse effects and project changes; these provisions should be specific enough to avoid re-opening the PA if these issues arise.
- The PA should include a stipulation for monitoring select historic properties for vibration and other construction-related effects to avoid additional adverse effects. These properties would most likely include those proximate to station construction and those likely to experience impacts from tunneling.

Under Section 106 of the NHPA, for an archeological site that has been determined to be eligible for the NRHP, the preferred treatment is in place preservation. However, if avoidance or minimization of impacts is not feasible, intensive Phase III Data Recovery excavation of the site is usually considered to be an appropriate mitigation measure.

6.0 SECTION 106 CONSULTATION

During early phases of the project planning, invitations to participate in the Section 106 process were included in project newsletters and public meeting announcements, which were mailed to property owners in the project area. In order to solicit comments and participation from specific parties likely to be interested in historic, archeological and cultural resources, MTA developed a list of Section 106 interested parties and verified that they were included on the project mailing lists.

Those parties who chose to participate included the Maryland Historical Trust, Baltimore City Commission on Historic and Architectural Preservation (CHAP), Baltimore County Office of Planning (BCOP), Anchorage Homeowners Association, Baltimore Harbor Watershed Association, Canton Community Association, Canton Cove Association, Canton Square Homeowners Association, Waterfront Coalition and the United States General Services Administration.

The *Section 106 – Public Participation Program Technical Report* (April 2006), completed during the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) phase, provided a summary of the coordinated Section 106 and NEPA public Participation process.

At the time the report was generated, the public outreach list included over 240 community organizations, and 31 of these were identified as potential interested or consulting parties in the Section 106 process. With the submission of the first round of technical documents, MTA offered status update meetings with the designated consulting parties (MHT, CHAP and BCOP) to discuss the results of the completed studies and the development of the AA/DEIS.

Meetings were held with MHT (April 7, 2008) and CHAP (May 4, 2008) prior to publication of the September 2008 AA/DEIS; however, BCOP chose not to participate. The meeting provided a detailed overview of the project alignments, the cultural resources within the APE and proposed additional investigations. Copies of these minutes were provided to MHT, and they verified that they represented an accurate summary of the meeting discussions (MHT and CHAP meeting minutes are included in Consultation Correspondence (**Appendix A**).

Through the development of the AA/DEIS, MTA carried on direct consultation not only with MHT, but with the Baltimore City CHAP and the Baltimore County Office of Planning, who were provided copies of submitted technical reports and invited to agency briefings. In May-June 2009, MTA received correspondence from a group of community organizations, expressing concerns about the project's effect on the Canton Historic District and requesting consulting party status (Anchorage Homeowners Association, Baltimore Harbor Watershed Association, Canton Community Association, Canton Cove Association, Canton Square Homeowners Association and Waterfront Coalition). Obrecht Commercial Real Estate also contact MTA (September 2009) requesting consulting part status in regard to the Brewer's Hill Historic District. These groups requested and have been granted consulting party status, and have been provided copies of all subsequent technical reports and consultation correspondence related to the Canton and Brewers Hill Historic Districts. All correspondence and reports continued to be provided to the appropriate consultation party agencies Baltimore City (CHAP) and Baltimore County (BCOP).

A round of formal Consulting Party meetings was held as part of the preparation of the FEIS in 2012. Invitations were sent out to all of the Consulting Parties listed above, as well as the original list of Potential Interested Parties used during earlier public outreach efforts. A consolidated list of all Consulting Parties, Potentially Interested Parties and Native American Tribal groups is included as **Attachment 4**. MTA hosted a September 25, 2012 consulting parties meeting to provide an overview of the completed cultural resources studies and to review the identified historic properties. In addition to representatives of the project team, FTA and MTA, attendees at this meeting included representatives of:

- Maryland Historical Trust (Beth Cole and Tim Tamburrino);
- Baltimore Housing, Baltimore City Planning and Development (Robyn Chrabascz);
- Fells Point Preservation Society (Ellen Van Karajan).

A second Consulting Parties meeting was held October 17, 2012, with the purpose of providing an overview of potential project effects and to discuss potential avoidance, minimization and mitigation measures. In addition to representatives of the project team, FTA and MTA, representatives of the following parties also participated.

- Maryland Historical Trust (Beth Cole and Tim Tamburrino);
- Baltimore Housing, Baltimore City Planning and Development (Robyn Chrabascz);
- Fells Point Preservation Society (Ellen Van Karajan).
- Baltimore City CHAP (Kathleen Kotarba, Eric Holcomb and Eddie Leon) ;
- Baltimore Heritage (Johns Hopkins)
- Baltimore City Planning (Gary Cole).

FTA/MTA has requested that all parties provide written comments at their earliest opportunity. However, as of the drafting of this letter, the only written comments received were from Johns Hopkins of Baltimore Heritage, and are included in Consultation Correspondence (see email message **Appendix A)**. As these written comments are still under review, the recommendations provided have yet to be incorporated into project development or mitigation plans.

Another important aspect of the Section 106 consultation process is the involvement of Native American tribal groups that have an interest in the project area, and potential project effects on cultural resources of tribal concern. There are nine federally recognized tribes that have identified parts of Maryland as being of cultural interest, include the Absentee-Shawnee Tribe of Oklahoma, the Delaware Nation, the Delaware Tribe of Indians, the Eastern Shawnee Tribe, the

Oneida Indian Nation, the Onondaga Nation, the Saint Regis Mohawk Tribe, the Shawnee Tribe, and the Tuscarora Nation. In addition there are three non-federally recognized resident tribal groups that have been granted recognition by the State Of Maryland, including Piscataway Indian Nation, Inc., Piscataway Conoy Confederacy and Subtribes, Inc., and the Cedarville Band of Piscataway Indians.

FTA letters inviting all of these groups to participate in the Section 106 process were sent out October 4, 2012. As a result of these letters, FTA was contacted by Brice Obermeyer of the Delaware Tribe Historic Preservation Office, requesting additional information. During subsequent conversations with cultural resources staff, he provided the following comments (see email message in **Appendix A**).

- The Delaware Tribe has an interest in the potential effects of the project, and would like to be considered a consulting party;
- The groups interest is primarily related to potential effects on prehistoric Native American sites,
- Sites of particular concern are those with the potential to contain human remains or objects of cultural patrimony;
- The Delaware asked to be notified if any human remains are inadvertently discovered during the project activities and that the project work cease until we are able to consult;
- They also asked to receive copies of archeological technical reports;
- Finally, they indicated that they were confident that they could participate by correspondence and did not feel that attending the Consulting Parties meeting would be necessary.

FTA also received an email contact from Kim Jumper, Tribal Historic Preservation Officer for the non-resident Shawnee Tribe. As with the Delaware, the Shawnee wished to be informed should any Native American remains be uncovered (Email contact is included in **Appendix A**).

DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MD 21203-1715

REPLY TO ATTENTION OF

NOV 0 1 2012

Operations Division

Ms. Gail McFadden-Roberts
Federal Transit Administration
1760 Market Street, Suite 500
Philadelphia, Pennsylvania 19103

Dear Ms. McFadden-Roberts:

The U.S. Army Corps of Engineers, Baltimore District (Corps) is in receipt of the October 16, 2012 Draft Phase I Conceptual Mitigation Plan for the Maryland Transit Administration Baltimore Red Line project, located in Baltimore City and Baltimore County, Maryland. We are pleased to provide Corps comments on the conceptual mitigation plan.

The Corps has reviewed the conceptual mitigation plan for the Baltimore Red Line project. The Corps has determined that it is acceptable for inclusion and evaluation in the Federal Transit Administration (FTA) Final Environmental Impact Statement for the Baltimore Red Line project. The mitigation report documents that acceptable sites and opportunities are available to adequately mitigate for the anticipated impacts to waters of the U.S., including jurisdictional wetlands, associated with the construction of the Baltimore Red Line. Please be reminded that in accordance with the Clean Water Act Section 404(b)(1) Guidelines, the Corps considers compensatory mitigation only after impacts to waters of the U.S., including jurisdictional wetlands, are avoided and minimized to the maximum extent practicable.

We look forward to working with FTA as the review of the project proceeds. A copy of this letter is being forwarded to Ms. Katie Grasty, U.S. Department of Transportation, Ms. Sarah Williamson, Coastal Resources, Inc., and Mr. Josh Tiralla, Maryland Department of the Environment, for informational purposes. If you have any questions, please call me at (410) 962-5691, or your staff may call Mr. Jon Romeo of this office at (410) 962-6079.

Sincerely,

Joseph P. DaVia
Chief, Maryland Section Northern

U.S. Department
of Transportation
Federal Transit Administration

REGION III
Delaware, District of Columbia, Maryland, Pennsylvania, Virginia, West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

OCT 4 - 2012

Chief Stuart Patterson
Tuscarora Nation, Chiefs Council
1983 Upper Mountain Rd
Sanborn, NY 14132

Re: Historic and Archaeological Study for the Maryland Transit Administration's Red Line Project

Dear Chief Patterson:

The Federal Transit Administration (FTA), in cooperation with the Maryland Transit Administration (MTA), is conducting ongoing cultural resources studies for the Red Line Project in Baltimore County and Baltimore City, Maryland. These studies were initiated in 2004 and are being carried out in consultation with staff of the Maryland Historical Trust (MHT), representing the Maryland State Historic Preservation Officer (SHPO), and other appropriate consulting parties. The FTA invite the Tuscarora Nation to these studies.

The proposed Red Line Project would implement a new fourteen-mile east-west light rail alignment through Baltimore City and Baltimore County, Maryland. The Red Line Project is considered a Federal undertaking per Section 106 of the National Historic Preservation Act as amended and its implementing regulations at 36 CFR Part 800.

The Red Line Project Corridor extends approximately fourteen miles from the Centers for Medicare & Medicaid Services (CMS) on the west in Woodlawn (Baltimore County) to the Johns Hopkins Bayview Medical Campus (Bayview) on the east (Baltimore City) (see attached maps). The majority of the corridor falls within Baltimore City. The downtown central business district (CBD) is comprised of commercial and institutional land uses, with densely developed residential areas radiating out toward the city/county boundary. The Red Line Project is intended to improve system connectivity, transportation choices, and mobility in the corridor, as well as support economic development efforts and help improve regional air quality.

The three-mile portion of the Red Line Project in Baltimore County contains major employment centers, shopping, interstate highways, and housing. One of the region's largest employment centers, Social Security Administration, is located in the Woodlawn area. The residential development in Baltimore County is somewhat less dense compared to that of the City.

Traveling east towards the City line, residential densities increase where the pattern of development resembles a grid. Leakin Park and Gwynns Falls Park, large city-owned resources, lie just within the City limits, north of the corridor. Moving toward the downtown area, the corridor connects the West Baltimore MARC Station, schools, and shopping centers, all within residential neighborhoods.

Moving toward the eastern portion of the Corridor, the Fell's Point and Canton areas are undergoing intense infill development while the easternmost edge of the corridor is comprised mostly of industrial and institutional uses, including the Johns Hopkins Bayview Medical Campus.

Enclosed are maps depicting the locations of built historic properties within the project's Area of Potential Effects (APE). The APE was delineated in consultation with MHT as part of the Section 106 process. The properties shown on the map are designated as National Historic Landmarks, listed in the National Register of Historic Places (NRHP), or have been determined eligible for listing in the NRHP. The MHT has concurred with these findings. You are invited to review these properties and offer feedback on determinations of eligibility. Effects assessments, which consider the project's impacts, for these historic properties will be forthcoming as part of the Section 106 process.

A meeting has been scheduled on **Wednesday, October 17, 2012** as part of the Section 106 consulting process. The meeting purpose, date, time and location are identified below:

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Date: Wednesday, October 17, 2012

Time: 3 to 5 PM

Location: Maryland Transit Administration
Transit Development and Delivery Office
100 S. Charles Street
Tower Two, Suite 700
Baltimore, Maryland 21201
Rock Creek Conference Room

Should you have any questions regarding the Red Line Project, please feel free to contact Daniel Koenig, FTA Environmental Protection Specialist, daniel.koenig@dot.gov at (202) 219-3528 or Gail McFadden-Roberts, FTA Community Planner, Gail.McFadden-Roberts@dot.gov at (202) 656-7121. If you are unavailable to attend the October 17, 2012 meeting in-person, please contact either Mr. Koenig or Ms. McFadden-Roberts, and a conference call number can be provided if you wish to participate.

Sincerely,

Brigid Hynes-Cherin
Regional Administrator

cc: John Newton, MTA

Attachments: Study area maps

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OCT 4 - 2012

Ms. Robin Dushane
Cultural Preservation Director
Eastern Shawnee Tribe
P.O. Box 350
Seneca, MO 64865

Re: Historic and Archaeological Study for the Maryland Transit Administration's Red Line Project

Dear Ms. Dushane

The Federal Transit Administration (FTA), in cooperation with the Maryland Transit Administration (MTA), is conducting ongoing cultural resources studies for the Red Line Project in Baltimore County and Baltimore City, Maryland. These studies were initiated in 2004 and are being carried out in consultation with staff of the Maryland Historical Trust (MHT), representing the Maryland State Historic Preservation Officer (SHPO), and other appropriate consulting parties. The FTA invite the Eastern Shawnee Tribe to these studies.

The proposed Red Line Project would implement a new fourteen-mile east-west light rail alignment through Baltimore City and Baltimore County, Maryland. The Red Line Project is considered a Federal undertaking per Section 106 of the National Historic Preservation Act as amended and its implementing regulations at 36 CFR Part 800.

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Sincerely,

Brigid Hynes-Cherin
Regional Administrator

cc: John Newton, MTA

Attachments: Study area maps

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OCT 4 - 2012

Ms. Liana Staci Hesler
THPO Specialist/Tribal Historic Preservation Office
Absentee-Shawnee Tribe of Oklahoma
2025 S. Gordon Cooper Drive
Shawnee, OK 74801

Re: Historic and Archaeological Study for the Maryland Transit Administration's Red Line Project

Dear Ms. Hesler

The Federal Transit Administration (FTA), in cooperation with the Maryland Transit Administration (MTA), is conducting ongoing cultural resources studies for the Red Line Project in Baltimore County and Baltimore City, Maryland. These studies were initiated in 2004 and are being carried out in consultation with staff of the Maryland Historical Trust (MHT), representing the Maryland State Historic Preservation Officer (SHPO), and other appropriate consulting parties. The FTA invite the Absentee-Shawnee Tribe of Oklahoma to these studies.

The proposed Red Line Project would implement a new fourteen-mile east-west light rail alignment through Baltimore City and Baltimore County, Maryland. The Red Line Project is considered a Federal undertaking per Section 106 of the National Historic Preservation Act as amended and its implementing regulations at 36 CFR Part 800.

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Sincerely,

Brigid Hynes-Cherin
Regional Administrator

cc: John Newton, MTA

Attachments: Study area maps

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OCT 4 - 2012

Ms. Kim Jumper, THPO
Shawnee Tribe
P.O. Box 189
21 North Eight Tribes Trail
Miami, OK 74355

Re: Historic and Archaeological Study for the Maryland Transit Administration's Red Line Project

Dear Ms. Jumper:

The Federal Transit Administration (FTA), in cooperation with the Maryland Transit Administration (MTA), is conducting ongoing cultural resources studies for the Red Line Project in Baltimore County and Baltimore City, Maryland. These studies were initiated in 2004 and are being carried out in consultation with staff of the Maryland Historical Trust (MHT), representing the Maryland State Historic Preservation Officer (SHPO), and other appropriate consulting parties. The FTA invite the Shawnee Tribe to these studies.

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Sincerely,

Brigid Hynes-Cherin
Regional Administrator

cc: John Newton, MTA

Attachments: Study area maps

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215-656-7100
215-656-7260 (fax)

OCT 4 - 2012

Tamara Francis, Cultural Preservation Director
Cultural Preservation Department
The Delaware Nation
P.O. Box 825
Anadarko, OK 73005

Re: Historic and Archaeological Study for the Maryland Transit Administration's Red Line Project

Dear Ms. Francis:

The Federal Transit Administration (FTA), in cooperation with the Maryland Transit Administration (MTA), is conducting ongoing cultural resources studies for the Red Line Project in Baltimore County and Baltimore City, Maryland. These studies were initiated in 2004 and are being carried out in consultation with staff of the Maryland Historical Trust (MHT), representing the Maryland State Historic Preservation Officer (SHPO), and other appropriate consulting parties. The FTA invite the Delaware Nation to these studies.

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Sincerely,

Brigid Hynes-Cherin
Regional Administrator

cc: John Newton, MTA

Attachments: Study area maps

U.S. Department
of Transportation
**Federal Transit
Administration**

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OCT 4 - 2012

Chief Paula Pechonick
Delaware Tribe of Indians
170 NE Barbara
Bartlesville, OK 74048

Re: Historic and Archaeological Study for the Maryland Transit Administration's Red Line Project

Dear Chief Pechonick:

The Federal Transit Administration (FTA), in cooperation with the Maryland Transit Administration (MTA), is conducting ongoing cultural resources studies for the Red Line Project in Baltimore County and Baltimore City, Maryland. These studies were initiated in 2004 and are being carried out in consultation with staff of the Maryland Historical Trust (MHT), representing the Maryland State Historic Preservation Officer (SHPO), and other appropriate consulting parties. The FTA invite the Delaware Tribe of Indians to these studies.

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Sincerely,

Brigid Hynes-Cherin
Regional Administrator

cc: John Newton, MTA

Attachments: Study area maps

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215-656-7100
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OCT 4 - 2012

Mr. Anthony Gonyea, Faithkeeper
RR 1, Hemlock Rd
Box 319-B
Nedrow, NY 13120

Re: Historic and Archaeological Study for the Maryland Transit Administration's Red Line Project

Dear Mr. Gonyea:

The Federal Transit Administration (FTA), in cooperation with the Maryland Transit Administration (MTA), is conducting ongoing cultural resources studies for the Red Line Project in Baltimore County and Baltimore City, Maryland. These studies were initiated in 2004 and are being carried out in consultation with staff of the Maryland Historical Trust (MHT), representing the Maryland State Historic Preservation Officer (SHPO), and other appropriate consulting parties. The FTA invite the Onondaga Nation to these studies.

The proposed Red Line Project would implement a new fourteen-mile east-west light rail alignment through Baltimore City and Baltimore County, Maryland. The Red Line Project is considered a Federal undertaking per Section 106 of the National Historic Preservation Act as amended and its implementing regulations at 36 CFR Part 800.

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The three-mile portion of the Red Line Project in Baltimore County contains major employment centers, shopping, interstate highways, and housing. One of the region's largest employment centers, Social Security Administration, is located in the Woodlawn area. The residential development in Baltimore County is somewhat less dense compared to that of the City.

Traveling east towards the City line, residential densities increase where the pattern of development resembles a grid. Leakin Park and Gwynns Falls Park, large city-owned resources, lie just within the City limits, north of the corridor. Moving toward the downtown area, the

corridor connects the West Baltimore MARC Station, schools, and shopping centers, all within residential neighborhoods.

Moving toward the eastern portion of the Corridor, the Fell's Point and Canton areas are undergoing intense infill development while the easternmost edge of the corridor is comprised mostly of industrial and institutional uses, including the Johns Hopkins Bayview Medical Campus.

Enclosed are maps depicting the locations of built historic properties within the project's Area of Potential Effects (APE). The APE was delineated in consultation with MHT as part of the Section 106 process. The properties shown on the map are designated as National Historic Landmarks, listed in the National Register of Historic Places (NRHP), or have been determined eligible for listing in the NRHP. The MHT has concurred with these findings. You are invited to review these properties and offer feedback on determinations of eligibility. Effects assessments, which consider the project's impacts, for these historic properties will be forthcoming as part of the Section 106 process.

A meeting has been scheduled on **Wednesday, October 17, 2012** as part of the Section 106 consulting process. The meeting purpose, date, time and location are identified below:

Purpose: Discuss effects report s and concurrence, proposed mitigation, and a Programmatic Agreement

Date: Wednesday, October 17, 2012

Time: 3 to 5 PM

Location: Maryland Transit Administration
Transit Development and Delivery Office
100 S. Charles Street
Tower Two, Suite 700
Baltimore, Maryland 21201
Rock Creek Conference Room

Should you have any questions regarding the Red Line Project, please feel free to contact Daniel Koenig, FTA Environmental Protection Specialist, daniel.koenig@dot.gov at (202) 219-3528 or Gail McFadden-Roberts, FTA Community Planner, Gail.McFadden-Roberts@dot.gov at (202) 656-7121. If you are unavailable to attend the October 17, 2012 meeting in-person, please contact either Mr. Koenig or Ms. McFadden-Roberts, and a conference call number can be provided if you wish to participate.

Sincerely,

Brigid Hynes-Cherin
Regional Administrator

cc: John Newton, MTA

Attachments: Study area maps

U.S. Department
of Transportation
Federal Transit Administration

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

OCT 4 - 2012

Mr. Raymond Halbritter, Nation Representative
5218 Patrick Road
Verona, NY 13478

Re: Historic and Archaeological Study for the Maryland Transit Administration's Red Line Project

Dear Mr. Halbritter:

The Federal Transit Administration (FTA), in cooperation with the Maryland Transit Administration (MTA), is conducting ongoing cultural resources studies for the Red Line Project in Baltimore County and Baltimore City, Maryland. These studies were initiated in 2004 and are being carried out in consultation with staff of the Maryland Historical Trust (MHT), representing the Maryland State Historic Preservation Officer (SHPO), and other appropriate consulting parties. The FTA invite the Oneida Indian Nation to these studies.

The proposed Red Line Project would implement a new fourteen-mile east-west light rail alignment through Baltimore City and Baltimore County, Maryland. The Red Line Project is considered a Federal undertaking per Section 106 of the National Historic Preservation Act as amended and its implementing regulations at 36 CFR Part 800.

The Red Line Project Corridor extends approximately fourteen miles from the Centers for Medicare & Medicaid Services (CMS) on the west in Woodlawn (Baltimore County) to the Johns Hopkins Bayview Medical Campus (Bayview) on the east (Baltimore City) (see attached maps). The majority of the corridor falls within Baltimore City. The downtown central business district (CBD) is comprised of commercial and institutional land uses, with densely developed residential areas radiating out toward the city/county boundary. The Red Line Project is intended to improve system connectivity, transportation choices, and mobility in the corridor, as well as support economic development efforts and help improve regional air quality.

The three-mile portion of the Red Line Project in Baltimore County contains major employment centers, shopping, interstate highways, and housing. One of the region's largest employment centers, Social Security Administration, is located in the Woodlawn area. The residential development in Baltimore County is somewhat less dense compared to that of the City.

Traveling east towards the City line, residential densities increase where the pattern of development resembles a grid. Leakin Park and Gwynns Falls Park, large city-owned resources, lie just within the City limits, north of the corridor. Moving toward the downtown area, the corridor connects the West Baltimore MARC Station, schools, and shopping centers, all within residential neighborhoods.

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Enclosed are maps depicting the locations of built historic properties within the project's Area of Potential Effects (APE). The APE was delineated in consultation with MHT as part of the Section 106 process. The properties shown on the map are designated as National Historic Landmarks, listed in the National Register of Historic Places (NRHP), or have been determined eligible for listing in the NRHP. The MHT has concurred with these findings. You are invited to review these properties and offer feedback on determinations of eligibility. Effects assessments, which consider the project's impacts, for these historic properties will be forthcoming as part of the Section 106 process.

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Sincerely,

Brigid Hynes-Cherin
Regional Administrator

cc: John Newton, MTA

Attachments: Study area maps

U.S. Department
of Transportation
Federal Transit Administration

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

OCT 4 - 2012

Mr. Arnold Printup, THPO
Saint Regis Mohawk Tribe
412 State Route 37
Akwesasne, NY 13655

Re: Historic and Archaeological Study for the Maryland Transit Administration's Red Line Project

Dear Mr. Printup:

The Federal Transit Administration (FTA), in cooperation with the Maryland Transit Administration (MTA), is conducting ongoing cultural resources studies for the Red Line Project in Baltimore County and Baltimore City, Maryland. These studies were initiated in 2004 and are being carried out in consultation with staff of the Maryland Historical Trust (MHT), representing the Maryland State Historic Preservation Officer (SHPO), and other appropriate consulting parties. The FTA invite the Saint Regis Mohawk Tribe to these studies.

The proposed Red Line Project would implement a new fourteen-mile east-west light rail alignment through Baltimore City and Baltimore County, Maryland. The Red Line Project is considered a Federal undertaking per Section 106 of the National Historic Preservation Act as amended and its implementing regulations at 36 CFR Part 800.

The Red Line Project Corridor extends approximately fourteen miles from the Centers for Medicare & Medicaid Services (CMS) on the west in Woodlawn (Baltimore County) to the Johns Hopkins Bayview Medical Campus (Bayview) on the east (Baltimore City) (see attached maps). The majority of the corridor falls within Baltimore City. The downtown central business district (CBD) is comprised of commercial and institutional land uses, with densely developed residential areas radiating out toward the city/county boundary. The Red Line Project is intended to improve system connectivity, transportation choices, and mobility in the corridor, as well as support economic development efforts and help improve regional air quality.

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Should you have any questions regarding the Red Line Project, please feel free to contact Daniel Koenig, FTA Environmental Protection Specialist, daniel.koenig@dot.gov at (202) 219-3528 or Gail McFadden-Roberts, FTA Community Planner, Gail.McFadden-Roberts@dot.gov at (202) 656-7121. If you are unavailable to attend the October 17, 2012 meeting in-person, please contact either Mr. Koenig or Ms. McFadden-Roberts, and a conference call number can be provided if you wish to participate.

Sincerely,

Brigid Hynes-Cherin
Regional Administrator

cc: John Newton, MTA

Attachments: Study area maps

Maryland Department of Planning
Maryland Historical Trust

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary

Matthew J. Power
Deputy Secretary

July 26, 2012

Mr. John Newton, Manager
Environmental Planning Division
Maryland Transit Administration
6 Saint Paul Street
Baltimore, Maryland 21202-1614

Re: Red Line Corridor Transit Study
Section 106 Review: Determination of Eligibility Forms; Short Forms for Ineligible Properties; Addenda; and Revised Forms
Baltimore City and Baltimore County, Maryland

Dear Mr. Newton:

Thank you for providing the Maryland Historical Trust (Trust) with the results of Maryland Transit Administration's (MTA) revised and updated efforts to identify and evaluate historic properties during project planning for the above-referenced project. MTA's submittal represents ongoing consultation to assess the project's potential effects on historic and archeological properties, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and the Maryland Historical Trust Act of 1985, as amended, State Finance and Procurement Article §§ 5A-325 and 5A-326 of the Annotated Code of Maryland. We offer the following comments regarding the historic structures investigations in response to MTA's letters dated 30 April 2012 and 31 May 2012.

Trust's Comments on the DOE Forms: Trust staff reviewed the Determination of Eligibility (DOE) Forms prepared by RK&K, John Milner Associates, EAC/Archeology Inc. and Parsons Brinkerhoff on behalf of the MTA. Our comments regarding the eligibility of historic properties for listing in the National Register of Historic Places (National Register) are provided below.

The following properties are eligible for listing in the National Register:

- 18 W. Saratoga Street (B-978), Baltimore, NR Criteria A and C;
- Greektown Historic District (B-1368), Baltimore, NR Criteria A and C;
- Preston Gardens (B-2237), Baltimore, NR Criteria A and C with a period of significance from 1914 to 1935;
- Fremont Building (B-3594), 737 W. Lombard Street, Baltimore, NR Criterion C;
- 819-829, 903-923 Eastern Avenue and 505-515 Albemarle Street, MHT agrees that these properties should be included within the Little Italy Historic District (B-5121), Baltimore;
- Union Railroad (MIHP No. B-5163), the entire length of the Union Railroad line within the City of Baltimore was determined eligible for the National Register in March 2011. The line extends from the northern portal of the Baltimore and Potomac Tunnel under the North Avenue Bridge to the southern terminus at Boston Street in Canton. The overall railroad line includes a number of buildings, structures, and objects that include (but are not limited to): Pennsylvania Station (MIHP No. B-3727, National Register-listed), Union Tunnel (constructed in 1873), railroad tracks and track bed (circa 1935), retaining walls, catenary lines, railroad-related buildings and bridges (several 1930s truss bridges).

The following properties are not eligible for listing in the National Register:

- Chadwick Manor District (BA-3271), Woodlawn;
- The Chapel of Christ the King (BA-3272), Woodlawn;
- Social Security Administration Headquarters (BA-3273), Woodlawn;
- Davidson Transfer and Storage Company Building (B-1088), 34 S. Eutaw Street and 400 W. Lombard Street, Baltimore;

100 Community Place . Crownsville, Maryland 21032-2023
Telephone: 410.514.7600 . Fax: 410.987.4071 . Toll Free: 1.800.756.0119 . TTY Users: Maryland Relay
Internet: http://mht.maryland.gov

- Williamson Veneer Company (B-1101), 1-5 S. Haven Street and 1 N. Haven Street, Baltimore;
- Baltimore Civic Center/ Baltimore Arena/ 1st Mariner Arena (B-2365), 201 W. Baltimore Street, Baltimore;
- 753-763 W. Fayette Street (B-2704), Baltimore;
- 5-25 N. Fremont Avenue (B-2705), Baltimore;
- 762-764 W. Baltimore Street and 3 N. Fremont Street (B-2706), Baltimore;
- 402 W. Lombard Street (B-5200), Baltimore;
- 32 S. Eutaw Street (B-5201), Baltimore;
- 36-38 S. Eutaw Street (B-5202), Baltimore;
- The Hecht Company Edmondson/ Westside Skills Center (B-5230), Baltimore;
- Baltimore National Bank/Bank of America (B-5231), 520 N. Franklintown Road, Baltimore;
- Sagal Rowhouses (B-5232), 512-518 N. Franklintown Road and 2801-2803 Lauretta Avenue, Baltimore;
- MacLea Lumber Company Warehouse (B-5234), 506 S. Central Avenue, Baltimore;
- S. Kresson Street Industrial District (B-5235), Baltimore;
- Cambridge Metal and Iron Company (Fell's Point) (B-5236), 2030 Aliceanna St. and 2029-2031 Fountain St., Baltimore.

We concur that the following resources documented on the "Short Form for Ineligible Properties" are not eligible for listing in the National Register:

- Grace Way Church, 2001 N. Rolling Road, Woodlawn;
- 1706 Randolph Road, Woodlawn;
- 1707 Randolph Road, Woodlawn;
- 5506 Calvert Road, Woodlawn;
- 1540 Ingleside Avenue, Woodlawn;
- 1699 Forest Park Avenue, Woodlawn;
- 913 Cooks Lane, Baltimore;
- Village Liquors, 4220 Edmondson Avenue, Baltimore;
- 4216-4218 Edmondson Avenue, Baltimore;
- 807 Stiles Street and 219 S. President Street, Baltimore;
- Monumental Supply Company, 1025 S. Haven Street, Baltimore;
- 4501 E. Lombard Street, Baltimore;
- 120 Oldham Street, Baltimore;
- 4600 Gough Street, Baltimore;
- Baltimore City Western Substation, Waste Water, 239 N. Calverton Road, Baltimore.

We look forward to further consultation with MTA and other involved parties to complete the Section 106 review of this important undertaking. If you have questions or require additional information, please contact Beth Cole at 410-514-7631 or bcole@mdp.state.md.us. Thank you for providing us this opportunity to comment.

Sincerely,

J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust

JRL/EJC
201202598 and 201203086
Distribution List:
Mr. Ray Moravec (Wallace Montgomery)
Mr. Eric Holcomb (CHAP)
Ms. Karin Brown (Baltimore County Office of Planning)
Mr. David S. Knipp (Obrecht Commercial Real Estate)
Ms. Margaret K. Carvella (Anchorage Homeowners Association)
Ms. Celie Neville (Anchorage Homeowners Association)
Ms. Nancy A. Braymer (Canton Square Homeowners Association)
Ms. Patricia Gillease (Canton Square Homeowners Association)
Mr. Markell Whittlesey (Canton Cove Association)
Mr. Raymond D. Bahr (Baltimore Harbor Watershed Association)
Mr. Darryl Jurkiewicz (Canton Community Association)
Ms. Carolyn Boitnott (Waterfront Coalition)
Mr. Jeffrey A. Rivest (University of Maryland Medical Center)
Mr. Robert Rowan (University of Maryland)

MEMORANDUM OF UNDERSTANDING
AMONG THE FEDERAL TRANSIT ADMINISTRATION
THE FEDERAL HIGHWAY ADMINISTRATION AND
THE MARYLAND TRANSIT AUTHORITY AND
THE MARYLAND STATE HIGHWAY ADMINISTRATION

CONCERNING PROCESSES FOR DE-DESIGNATING A PORTION OF I-70

This Memorandum of Understanding (MOU) is made and entered into this 29 day of June, 2012, by and between the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), and the Maryland Transit Administration (MTA) and the Maryland State Highway Administration (MSHA), hereinafter collectively referred to as "the Parties".

WHEREAS, President Obama issued a memorandum on August 31, 2011 directing several Federal agencies, including the U.S. Department of Transportation, to select high-priority projects for expedited review ("Executive Memorandum");

WHEREAS, U.S. Secretary of Transportation, Ray LaHood, selected the Baltimore Red Line project to undergo expedited review;

WHEREAS, in accordance with 40 CFR 1501.6 and 23 CFR 771.111(d), FHWA is a Cooperating Agency in the National Environmental Policy Act (NEPA) process for the Red Line project during preparation of the Final Environmental Impact Statement (FEIS);

WHEREAS, the purpose of this MOU is to outline the procedures and coordination that will guide MSHA's application to FHWA seeking the de-designation of a portion of I-70 from the Interstate System as may be necessitated by the Baltimore Red Line project;

WHEREAS, the Parties agree that this MOU will in no way serve to predetermine or otherwise influence the outcome of any de-designation application submitted by MSHA;

WHEREAS, the MTA proposes to construct the Baltimore Red Line project which is intended to improve system connectivity, transportation choices, and mobility, from western Baltimore County through Baltimore City's central business district to health and cultural centers in eastern Baltimore City, as well as support economic development efforts and help improve regional air quality in this area;

WHEREAS, the Parties recognize that the FTA and FHWA are seeking to improve the efficiency and effectiveness of Federal permit processes and environmental reviews by optimizing coordination amongst all necessary Federal agencies;

WHEREAS, the MSHA identified safety concerns regarding excess Interstate capacity on I-70 from I-695 (Baltimore Beltway) to Security Boulevard in Baltimore County and Baltimore City, and concurrently seeks to reduce impervious pavement surfaces in order to address water quality;

WHEREAS, MTA seeks to reduce and mitigate environmental impacts, water quality and storm water management for water quality treatment from the proposed Baltimore Red Line;

WHEREAS, the Parties recognize the potential water quality benefits from reducing impervious surfaces and improved storm water management;

WHEREAS, the Parties recognize that the proposed Baltimore Red Line will reduce demands on the State's highway system, providing mass transportation for over 50,000 daily boardings in Baltimore;

Therefore, the Parties agree as follows:

1. All Parties will continue regular coordination amongst themselves and with other appropriate State and Federal agencies including General Services Administration (GSA), the Social Security Administration (SSA), Baltimore Metropolitan Planning Organization (MPO) and other local officials throughout the application process.
2. MSHA and MTA will perform studies for the FTA and FHWA to evaluate the operational effects of removing a portion of pavement and highway designated as I-70 that is proposed for use by the Baltimore Red Line.
3. The Parties will evaluate the environmental, transportation and community impacts associated with the Baltimore Red Line and de-designation of noted portion of I-70.
4. As Lead Agencies for the NEPA process, MTA and FTA will ensure that results of the environmental, transportation, and community impacts analysis will be published in the Final Environmental Impact Statement for the Baltimore Red Line, in accordance with NEPA and its implementing regulations.
5. The MSHA, with coordination of all Parties, will prepare a draft application to FHWA which will include the following:
    a. Description of the segment of I-70 to be de-designated;
    b. Description of the planned use of the de-designated area, such as those areas that will continue to serve a highway or other transportation purpose, those areas that will be used for storm water management and reforestation;
    c. Description of how the Interstate System will operate with the de-designation of the segment; and
    d. Description of the coordination that has occurred with the MPO.

6. MSHA will submit a draft application to the FHWA DelMar Division for a preliminary review for completeness.
7. During its preliminary completeness review, the FHWA DelMar Division will coordinate with the FHWA's Office of Infrastructure (HIF), Office of Planning, Environment, and Realty (HEP), and Office of Chief Counsel (HCC) as well as SSA, GSA, FTA and local officials as necessary.
8. After the preliminary completeness review, MSHA will make any necessary additions or corrections and will prepare the final application package and submit it to the FHWA DelMar Division. The DelMar Division will forward the finalized application to HEP which will be circulated to HIF and HCC for review and concurrence.
9. A final decision will be rendered by the FHWA Administrator after review of the application materials and consideration of any environmental and operational effects of the proposed de-designation.
10. All Parties will agree to establish timely review schedules, identify points of contacts throughout the processes to ensure completion in an efficient and expedient manner consistent with the Executive Memorandum.

6/29/12

Melinda Peters, Administrator — Date
State Highway Administration

6/29/12

Henry Kay, Executive Director — Date
Maryland Transit Administration

6/29/12

Brigid Hynes-Cherin — Date
Regional Administrator
Federal Transit Administration

6/29/12

Gregory Murrill — Date
Division Administrator - MD
FHWA, DelMar Division

U.S. Department of Transportation
Federal Highway Administration

DelMar Division

10 South Howard Street, Suite 2450
Baltimore, MD 21201
(410) 962-4440
(410) 962-4054
http://www.fhwa.dot.gov/demddiv/

June 5, 2012

RECEIVED
JUN 08 2012
BY:

In Reply Refer To:
HDA-MD

Ms. Brigid Hynes-Cherin
Regional Administrator
Federal Transit Administration
Region 3
1760 Market Street, Suite 500
Philadelphia, PA 19103

Dear Ms. Hynes-Cherin:

I am responding to your letter of May 16, 2012 regarding our participation in the Red Line Transit Project in Baltimore County and Baltimore City, Maryland. The Red Line is a proposed 14.1 mile east-west line extending from the Center for Medicare and Medicaid Services in Baltimore County on the west side through downtown Baltimore to the Johns Hopkins Bayview Medical Campus on the east side in Baltimore City.

We concur with the request for FHWA to be a Cooperating Agency during the Final Environmental Impact Statement process for the proposed project in accordance with the conditions specified in your letter. Enclosed is your letter with our concurrence.

If you have any questions, please contact Ms. Jeanette Mar of my staff at (410) 779-7152 or Jeanette.Mar@dot.gov.

Sincerely,

Gregory Murrill
Division Administrator

Enclosure

U.S. Department
of Transportation
Federal Transit Administration

REGION III
Delaware, District of Columbia, Maryland, Pennsylvania, Virginia, West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

MAY 16 2012

Mr. Gregory Murrill
Division Administrator - Maryland
Federal Highway Administration
Delmar Division
City Crescent Building
10 South Howard Street, Suite 2450
Baltimore, Maryland 21201

RE: Invitation as a Cooperating Agency for the Red Line Transit Project Environmental Impact Statement

Dear Mr. Murrill:

The Maryland Transit Administration (MTA), in cooperation with the Federal Transit Administration (FTA), is proposing a light rail transit system (Red Line) in Baltimore County and Baltimore City. The Red Line is a proposed 14.1 mile east–west line extending from the Center for Medicare and Medicaid Services in Baltimore County on the west side through downtown Baltimore to the Johns Hopkins Bayview Medical Campus on the east side in Baltimore City.

A Draft Environmental Impact Statement (DEIS) was published in the Federal Register on October 3, 2008 and made available for a 90-day public comment period. A copy of the DEIS document was provided to Federal Highway Administration (FHWA) during the public comment period in October 2008.

In August 2009, with input from Federal and State agencies, and the public, MTA selected a Locally Preferred Alternative (LPA). The LPA was further refined once the project entered into Preliminary Engineering. The refined LPA is referred to as the Preferred Alternative. The Preferred Alternative alignment is proposed to operate on existing I-70 pavement east of I-695. The Preferred Alternative would occupy the existing westbound lanes and continue until the end of I-70.

In accordance with 40 CFR 1501.6 and 23 CFR 771.111(d), the FTA invites the FHWA to be a Cooperating Agency during the Final Environmental Impact Statement (FEIS) process. As a Cooperating Agency, the FHWA would be requested to provide the following regarding the development of the Red Line FEIS:

- Meaningful input on the methodologies and required level of detail required by your agency to evaluate impacts that your agency must review;
- Participation in coordination meetings, Interagency Resource Meetings, and/or field visits, as appropriate;
- Timely reviews and comments on the NEPA documents that explain the views and concerns of your agency on the adequacy of the document, anticipated impacts and mitigation; and
- Identification of the impacts and important issues to be addressed in the FEIS pertaining to the Preferred Alternative operating on I-70.

The FTA respectfully requests your concurrence indicating acceptance of this invitation. If you have additional questions, please contact Katie Grasty, at (202) 366-9139 or Katie.grasty@dot.gov. Thank you for your cooperation and interest in the Red Line project.

Sincerely,

Brigid Hynes-Cherin
Regional Administrator

cc:Katie Grasty, FTA Headquarters
Dan Koenig, FTA DC Metro Office
Gail McFadden-Roberts, FTA Region III
John Newton, MTA Environmental Manager
Mike Goode, Red Line Project Manager
Ray Moravec, Red Line NEPA Coordinator

I CONCUR our agency's role as a Cooperating Agency on the Red Line Transit Project:

Gregory Murrill — Print or Type Name
Division Administrator — Title
Federal Highway Admin — Name of Agency
gregory.murrill@dot.gov — Phone number and/or email address
Signature
6/5/12 — Date

Maryland Department of Planning
Maryland Historical Trust

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary

Matthew J. Power
Deputy Secretary

April 17, 2012

Mr. John Newton, Manager
Environmental Planning Division
Maryland Transit Administration
6 Saint Paul Street
Baltimore, Maryland 21202-6806

Re: Red Line Light Rail Transit Study
Phase IB Archeology Workplan
Baltimore City and Baltimore County, Maryland

Dear Mr. ~~Newton~~ John:

Thank you for your recent letter, dated April 5, 2012 and received by the Maryland Historical Trust (Trust) on April 10, 2012, regarding the above-referenced project, pursuant to Section 106 of the National Historic Preservation Act of 1966. Trust staff reviewed the following draft document submitted with your letter: *Baltimore Red Line – Phase IB Archeology Workplan* (April 4, 2012), prepared by the Baltimore Red Line GEC on behalf of MTA. We offer the following comments on the plan and await further coordination with MTA and other involved parties to continue the undertaking's Section 106 consultation, as project planning progresses.

The plan presents thorough discussion, with accompanying detailed mapping, of the archeological sensitivity/study areas, prehistoric and historic context research questions, and proposed methods for completing Phase I archeological survey of the Red Line Preferred Alternative. Stage 1 of the survey will cover archeological investigation of accessible surface alignment sections of the project and will occur prior to the Record of Decision. Stage 2 would include survey of the sensitivity/survey areas with below-ground impacts, such as tunnel portals, stations, and vertical features, and would take place as part of the Final Design efforts. The Trust concurs that the proposed methodology and staging is appropriate, given the project's urban setting, constraints, and access considerations. Attachment 1 lists the Trust's specific comments on the draft itself and we ask MTA to have its consultant address these issues in the preparation of the final workplan.

We look forward to receiving the draft report on the results of the Phase I archeological survey within the Stage 1 portion of the Preferred Alternative, when available. If you have questions or require further information, please contact Tim Tamburrino (for historic built environment) at 410-514-7637 or ttamburrino@mdp.state.md.us or me (for archeology) at 410-514-7631 or bcole@mdp.state.md.us. Thank you for providing us this opportunity to comment.

Sincerely,

Beth Cole

Elizabeth J. Cole
Administrator, Project Review and Compliance

EJC/201201746
Attachment 1 – Trust comments on draft workplan
cc: Katie Grasty (FTA)
Henry Ward (PB)
Becky Morehouse (MHT/JPPM)

100 Community Place • Crownsville, Maryland 21032-2023
Telephone: 410.514.7600 • Fax: 410.987.4071 • Toll Free: 1.800.756.0119 • TTY Users: Maryland Relay
Internet: http://mht.maryland.gov

Trust Comments on Red Line Phase IB Archeology Workplan

1. The cover/title page should include the full names and addresses of the sponsoring agency(s) as well as the author(s) of the document.

2. The plan should include a clear statement of the purpose and objectives of the Phase IB archeological survey.

3. The Field Survey Methods (3.1.5) discusses the initial shovel testing program at 15-meter intervals in areas of "pervious surface." It should also state that supplemental shovel test pits at closer intervals will be excavated where initial testing identifies artifacts or other evidence of cultural deposits, in order to better identify the horizontal and vertical extent of potential archeological sites, as per the Trust's *Standards and Guidelines*.

4. While not expressly stated in the Field Methods, we assume that the shovel testing of the sensitivity areas within Stage 1 will constitute a reasonable and good faith effort to identify archeological resources within those examined areas that may be affected by the project. If for some reason further testing is recommended for Stage 1 test areas under current pavement, the resulting draft report must present defensible recommendations to justify any additional investigations in those areas.

5. The Field Methods should discuss what types of permits and approvals will be necessary to conduct Phase I survey of the various parcels, based on property ownership - federal, state, local government, and private ownership. For testing on the Social Security Administration property, the historic preservation staff of the General Services Administration may be able to help facilitate permit and access issues.

6. Give the urban setting and 20th c. development history for this study area, Section 3.1.6 – Phase IB Laboratory, Analysis, and Curation should address methods the investigators will use to determine selective retention and discard procedures for artifacts recovered by the survey. Particular attention should be given to artifacts not associated with an identified archeological site, ubiquitous materials, items from fill contexts, and 20th c. artifacts. The survey has the potential to generate a substantial amount of material remains with resulting curation, space, and cost implications.

7. The Report Production states that "Site forms and DOE forms for each site will be prepared and presented in an appendix to the draft report." It is not necessary to put copies of these forms in an appendix. The original forms should be submitted to the Trust as standalone, unbound forms for processing and entry in the Inventory records. In addition, an electronic copy of the DOE forms in Access format should be provided to the Trust for appending to the DOE database.

8. For the final report, the Trust should receive 2 hard copies of the final document as well as an electronic version of the report in PDF format.

9. The work plan should end with a Conclusion – which provides a clear schedule for implementing the Phase I survey efforts in the Stage 1 project area and identifies key staff for the investigation.

10. The plan should contain a bibliography that lists the references cited in the document.

U.S. Department
of Transportation
Federal Transit Administration

REGION III
Delaware, District of Columbia, Maryland, Pennsylvania, Virginia, West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

FEB 28 2012

Mr. Shawn Garvin
Regional Administrator
United States Environmental Protection Agency
Region 3
1650 Arch Street
Philadelphia, PA 19103

Re: Baltimore Red Line Light Rail Transit (LRT) Project
Final Environmental Impact Statement (FEIS) – Air Quality Analysis

Dear Mr. Garvin:

The Maryland Transit Administration (MTA) in cooperation with the Federal Transit Administration (FTA) is currently preparing a Final Environmental Impact Statement (FEIS) for the Red Line LRT project. The proposed project is a 14.5 mile, east-west transit line connecting the areas of Woodlawn, Edmondson Village, West Baltimore, downtown Baltimore, Inner Harbor East, Fells Point, Canton, and the Johns Hopkins Bayview Medical Center Campus.

The Red Line Project Team has undertaken agency consultation activities regarding the following issues related to the air quality analyses that will be prepared for the FEIS:

- The use of MOBILE6.2 emissions model for the regional and microscale analysis in lieu of MOVES 2010a.
- The impact of the proposed reclassification from moderate to serious ozone non-attainment status for the Baltimore metro area from moderate to severe.
- The process for interagency consultation for particulate matter (PM) due to the potential increase in diesel feeder buses at proposed station locations.

For your reference, we have attached meeting notes to this correspondence from these consultation activities including: a September 15, 2011 meeting at the Maryland State Highway Authority (SHA); an October 19, 2011 conference call with the FTA; a November 14, 2011 phone conversation with the Baltimore Metropolitan Council (BMC) and a January 18, 2012 conference call with FTA, EPA, and SHA.

Use of MOBILE6.2 vs. MOVES2010a Emissions Model

The EPA will require the use of MOVES2010a for new quantitative CO, PM_{10} and $PM_{2.5}$ hot-spot analyses for transportation conformity purposes as of December 20, 2012. The air quality analysis for the Red Line project has begun, and, as such, the use of MOVES2010a will not be required.

In addition, the BMC used MOBILE6.2 for their most recent Transportation Improvement Plan (TIP) (2012-2015) analysis. For the subsequent TIP analysis, the BMC will run both MOBILE6.2 and MOVES2010a. However, since EPA has extended the grace period for using MOVES for regional analyses until March 2013, the BMC indicated that they will most likely only publish the results from MOBILE6.2. Also, SHA has recommended the use of MOBILE6.2 over MOVES2010a because they have not fully prepared input parameters for MOVES2010a at this time.

As such, the MTA and FTA intend to move forward with using the MOBILE6.2 emission factor program for any necessary CO analysis. For PM pollutants, a qualitative analysis, if necessary, will be conducted according to EPA guidance.

Change in Ozone Non-Attainment Status

The BMC has anticipated the proposed bump up in non-attainment status from moderate to severe and has developed their TIP accordingly. Since the project is listed on the most recent TIP and conformity determination and this determination has met the requirements of the proposed bump up, the project will not be affected by this change in status. This was confirmed based on a November 11, 2011 phone conversation with Ms. Regina Aria of the BMC.

Interagency Consultation Procedure

The SHA has developed an interagency consultation procedure that will be followed for this project. Mr. Gary Green of SHA will coordinate this process. A meeting is tentatively scheduled for April 18, 2012 with the interagency review participants to continue to discuss the air quality analysis.

FTA and MTA are appreciative of EPA's assistance with the air quality analysis for this project and look forward to your continued input on the Red Line LRT project as we move toward completion of the FEIS by December 2012. Any questions regarding the project or process should be directed to Ms. Katie Grasty in Washington, (202) 366-9139 or Ms. Gail McFadden-Roberts of my staff in Philadelphia at (215) 656-7121.

Sincerely,

Brigid Hynes-Cherin
Regional Administrator

Enclosure

cc: Martin Kotsch, EPA Region 3
Barbara Rudnick, EPA Region 3
John Newton, MTA

BALTIMORE RED LINE

General Engineering Consultant Team
100 South Charles Street, Tower I, 10th Floor
Baltimore, MD 21201

GEC RED LINE TEAM
MEETING MINUTES

TO:	Distribution
FROM:	E. Tadross & A. Lovegrove
MEETING SUBJECT:	Air Quality / Energy / Greenhouse Gas Analysis
MEETING DATE, TIME:	September 15, 1:00 pm
MEETING LOCATION:	State Highway Authority (SHA)
ATTENDEES:	GEC Red Line Team: Steve Plano Alice Lovegrove Edward Tadross
	Others : Red Line PMC Gary Green, SHA
DATE:	September 23, 2011
CIN:	MTA-1265A-02-S08.25-PMC-11F-0790

Meeting Initiation/Purpose

This meeting was held to discuss the air quality, energy and greenhouse gas (GHG) analysis in support of the Red Line Final Environmental Impact Statement (FEIS). Items scheduled for discussion included the selection of an appropriate emissions model (MOVES or MOBILE6), guidance and locations for the carbon monoxide (CO) microscale analysis, interagency consultation procedure, and the construction impact analysis.

Discussion

1. Emissions/Energy Analysis: Alice asked if the State Highway Administration (SHA) would prefer to use MOVES, which will soon be the EPA-mandated emissions model, or MOBILE6, which was used in the DEIS analysis.

   - *Air Quality*: If MOVES is used, Alice asked if SHA has specific input parameters. Gary indicated that default data would probably have to be used. It was suggested that the MPO be contacted to determine if they used (or plan to use) MOVES or MOBILE6 in their conformity analysis. If the MPO used MOVES then they should be able to provide any local area parameters. Gary recommended that we use MOBILE6 for the analysis since it was used in the DEIS. Once it is determined what model the MPO recommends for use, confirmation from FTA on the model choice will be required. The PMC will address this issue with the FTA.

   - *GHG*: Should MOVES be used for the GHG analysis? Gary thinks it should not be used for GHG, as EPA has not provided anything to that effect in the Federal Register. If FTA approves use of MOVES for air quality, then it should also be used for GHG analysis for consistency. Gary indicated that GHG may only need

to be qualitative; GEC will investigate what type of GHG analysis was done for DEIS.

- *Energy*: Should MOVES be used for roadway energy? Gary thinks not but if it is used for GHG and air quality, it will be used to quantify roadway energy.

2. Interagency Consultation: What is the process for Interagency Consultation (IAC)? Will there be any issues with particulate matter (PM)?

   - *Boston Street / Buses*: PMC discussed the possible change of Boston Street, on the east end, from two lanes to one lane. This could create significant delays and worsening of level of service (LOS). However, Alice explained that if the worsening in LOS is not due to an increase in diesel vehicles, then it would not be a PM issue. Also, will any diesel buses be added as part of this project to service stations? This will all need to be addressed in traffic analysis.

   - *Interagency Consultation (IAC)*: It was discussed if this would be a project of air quality concern, and if the GEC could mention that it may not be without a full IAC. GEC is reluctant to directly state this, as it should be decided upon in the IAC. Gary has his own process for IAC, which has been approved by EPA (specifically, Martin Koch at EPA) and used for FHWA projects. This will have to be approved by FTA as well. Gary is sending a document detailing this process to the PMC. This will be reviewed by the GEC and submitted to FTA for concurrence on the process.

3. CO Microscale Analysis: It was agreed upon that the same approach should be used as in the DEIS. CAL3QHC will be used for the microscale analysis. Furthermore, the same monitors and analysis locations, regardless of whether they are still near the current alignment, will be used as in the DEIS. If necessary, additional modeling locations will be analyzed. GEC will ensure that at least one analysis location is located within each of the project's geographic areas. MPO will be consulted as to whether both opening and design years should be analyzed.

4. Construction Analysis: GEC demonstrated the C-MISSION program, which estimates the emissions, GHGs and energy use of construction operations. The program uses EPA's AP-42 and NONROAD calculations. GEC asked if C-MISSION should be approved by FTA for use on this project. Gary said that it is not necessary, since the program is an interface that uses EPA's calculations and has been used on other major projects such as Access to the Region's Core (ARC). The detailed construction equipment and schedule will be provided by Shamoun Mahgerefteh (GEC), who provided similar information for ARC.

The next meeting TBD – no further meetings planned at this time.

Summary

Action items. <Previous meeting>

Previous Action Items – No previous action items as this is the first meeting.

General Engineering Consultant Team
100 South Charles Street, Tower 1, 10th Floor
Baltimore, MD 21201

New Action Items

- GEC to contact Sara Tomlinson at MPO to discuss use of MOVES versus MOBILE6; input parameters for the emissions model; which emissions program was used in conformity analysis; should both opening and design year be analyzed; which year to use for design year.
- PMC to contact FTA to discuss use of MOVES versus MOBILE6.
- PMC to contact FTA to discuss interagency consultation procedure.
- PMC to contact FTA to find out who the contact person will be for air quality.

These minutes reflect the recorder's understanding of the discussions at the meeting. The minutes shall initially be considered as draft, open to comments for a period of 5 business days beyond the date of initial issuance. If no comments are received within five days, these minutes shall be considered final and will be issued as such within 2 business days of the draft closing date.

Distribution:
Attendees
Project Manager
Deputy Project Manager
Responsible Discipline Managers
Others
PDCC

BALTIMORE RED LINE

General Engineering Consultant Team
100 South Charles Street, Tower I, 10th Floor
Baltimore, MD 21201

GEC RED LINE TEAM
MEETING MINUTES

TO:	Distribution
FROM:	Alice Lovegrove / Eddie Tadross
MEETING SUBJECT:	Air Quality / Energy / Greenhouse Gas Analysis
MEETING DATE, TIME:	October 19, 2011 (12:00 Noon)
MEETING LOCATION:	Conference Call
ATTENDEES:	Joe Ossi, FTA Adam Stephenson, FTA Elizabeth Patel, FTA John Newton, MTA Ray Moravec, Red Line PMC Mary Ann Mason, Red Line GEC Alice Lovegrove, Red Line GEC Edward Tadross, Red Line GEC
DATE:	October 24, 2011
CIN:	MTA-1265A-02-S08.25-PMC-11F-1165

Meeting Initiation/Purpose

This conference call was held with the Federal Transit Administration (FTA) to discuss the air quality, energy and greenhouse gas (GHG) analysis methodologies in support of the Red Line Final Environmental Impact Statement (FEIS).

Discussion

Regional Conformity

- USEPA is changing the designation of Baltimore's ozone non-attainment status from moderate to serious. This change in attainment status *may or may not* affect the MPO's current schedule for their conformity demonstration, which is to be approved before December 2011.
- FTA suggested that the MPO be contacted to see what the status is of that effort and how the change in attainment status may affect the project's conformity determination. For example, if EPA confirms the change in ozone attainment status for the area by December, will the MPO have to re-evaluate their conformity plan?
- Since this project will show regional benefits (i.e. reduction in vehicle miles traveled), it is anticipated that we can demonstrate that the project conforms to the goals of the attainment plan.
- The Baltimore MPO used MOBILE6 emissions modeling program for their most recent TIP (2012-2015) regional analysis and not the MOVES modeling program. However, EPA gave an extension to MPOs regarding the use of MOVES for regional conformity

BALTIMORE RED LINE
General Engineering Consultant Team
100 South Charles Street, Tower I, 10th Floor
Baltimore, MD 21201

analyses until March 2013. FTA suggested that Baltimore MPO be contacted to see which model they plan to use in their next regional conformity analysis.

Project-Level Conformity

- EPA requires that MOVES be used for project-level conformity (PM/CO "hotspot" analysis) by December 2012.
- The fact that EPA has different deadlines for using MOVES means that they do not expect the same program to be used for both project and regional conformity determinations.
- The issuance of the FEIS is anticipated in December 2012 at the same time that the use of MOVES would be required for "new" hot spot analyses.
- The definition of "new analysis" must be clarified with EPA by FTA. There is no guarantee EPA will accept the use of a model not currently adopted.
- Maryland (SHA) recommended the use of MOBILE6 over MOVES because they do not have all of the input parameters together at this time. If the Red Line project used MOVES for the analysis, a lot of default/national average parameters would have to be used since the MPO and/or SHA has not yet developed the input required for MOVES.
- FTA suggested that the project use MOBILE6 and aim toward December 2012 for a project-level conformity determination. If the Red Line Project does not complete the air quality analysis and obtain a conformity determination prior to December 2012, would there be any effect if the ROD is issued in 2013? Would any analysis have to be re-done after the determination? Probably not, unless comments were received on the FEIS.
- FTA HQs will confirm with FTA Region 3 on this matter of timing and model usage.

Greenhouse Gas (GHG) / Energy Analyses

- MOVES is recommended (not required) as the best model to estimate GHGs and energy use, as per EPA.
- State highway was not in favor of using a "mixed-model" approach – (i.e. MOBILE6 for AQ analyses and MOVES for Energy and GHG analyses).
- FTA agreed with SHA's recommendation.

Interagency Consultation Process

- Red Line project plans to adhere to the Interagency Consultation Process set forth by the SHA (See attachment to these meeting notes that describes the SHA process and procedures).
- FTA HQs staff will confirm with EPA Region 3 if the project should follow a different process.

BALTIMORE RED LINE
General Engineering Consultant Team
100 South Charles Street, Tower 1, 10th Floor
Baltimore, MD 21201

Action Items

- The Red Line GEC will contact the MPO to see if and how the change in ozone attainment status may affect the project's conformity determination.
- The Red Line GEC will contact the MPO to see which emissions model they plan to use in their next regional conformity analysis.
- FTA HQs staff will confirm with the FTA Region 3 staff regarding the use of MOBILE6 vs. MOVES and the anticipated issuance of the FEIS (December 2012) vs. the requirement for use of MOVES, which is also December 2012.
- FTA HQs staff will confirm with EPA Region 3 regarding the appropriate process to follow for Interagency Consultation.

These minutes reflect the recorder's understanding of the discussions at the meeting. The minutes shall initially be considered as draft, open to comments for a period of 5 business days beyond the date of initial issuance. If no comments are received within five days, these minutes shall be considered final and will be issued as such within 2 business days of the draft closing date.

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Project Manager
Deputy Project Manager
Responsible Discipline Managers
Others
PDCC

BALTIMORE RED LINE

General Engineering Consultant Team
100 South Charles Street, Tower 1, 10th Floor
Baltimore, MD 21201

TO:	Steve Plano, Mary Ann Mason
FROM:	Alice Lovegrove
RE:	Summary of 11/10/11 phone conversation with the Baltimore Metropolitan Council
DATE:	11/14/11

As was requested during our telephone meeting with FTA on 10/21/11, the following items were discussed with Regina Aria of the Baltimore Metropolitan Council:

1. How will the change in ozone attainment status affect the project's conformity determination?

   According to Regina, there will be no lapse in conformity due to the bump up in ozone attainment status. The most recent TIP and conformity analysis included an addition analysis year (2012) which satisfies the requirements of the bump up. In addition, Maryland's Healthy Air Act (http://www.mde.md.gov/programs/Air/ProgramsHome/Pages/air/md_haa.aspx) will produce enough offsets to cover the additional emission reduction requirements brought on by the bump up. The Red Line is included in all these analyses so Regina sees no issue with conformity for the project.

2. Which emissions model (MOVES or MOBILE6.2) does the MPO plan to use in the next regional conformity analysis?

   The current analysis was done with MOBILE6.2. The MPO is still putting together the data required to run MOVES. For the next TIP analysis, they believe that they will run both MOBILE and MOVES, but it is likely that they will publish the results from MOBILE6.2 since EPA has extended the MPO's grace period for using MOVES by a year.

In addition to these items, Regina did bring up an issue regarding the interagency consultation procedure for the $PM_{2.5}$ local analysis. SHA has an interagency consultation procedure, but MTA does not have an official procedure. During our meeting with Gary Green of SHA he mentioned this to us. She suggested that when we have our discussion with EPA, they should review SHA's procedure and confirm that they are OK with it. In addition, we must ensure that our interagency group has all the concerned parties involved.

General Engineering Consultant Team
100 South Charles Street, Tower I, 10th Floor
Baltimore, MD 21201

GEC RED LINE TEAM
MEETING MINUTES

TO:	Distribution
FROM:	Alice Lovegrove / Edward Tadross
MEETING SUBJECT:	Air Quality / Conformity
MEETING DATE, TIME:	January 18, 2012 (11:00 A.M.)
MEETING LOCATION:	Conference Call
ATTENDEES:	Martin Kotsch, EPA Adam Stephenson, FTA Katie Grasty, FTA Gail McFadden-Roberts, FTA Dan Koenig., FTA Regina Aris, Baltimore Metropolitan Council Gary Green, SHA Ray Moravec, Red Line PMC Mary Ann Mason, Red Line GEC Steve Plano, Red Line GEC Alice Lovegrove, Red Line GEC Edward Tadross, Red Line GEC
DATE:	January 18, 2012
CIN:	MTA-1265A-02-S08.25-PMC-11F-1166

Meeting Initiation/Purpose

This conference call was held with the Environmental Protection Agency (EPA), Federal Transit Administration (FTA), Maryland State Highway Administration (SHA) and the Baltimore Metropolitan Council to discuss the air quality and conformity implications of the Red Line project.

Discussion

Expedited Schedule

- Air Quality Technical Reports due in May 2012
- Draft #1 of the FEIS to FTA by September 2012
- FEIS signature by December 3rd, 2012
- ROD by February 2013

Ozone Attainment Status

- Will be bumped up from moderate to serious for the Baltimore metro area.
- EPA confirmed that this will have no impact on the project when it becomes official, as the project is included in the most recent TIP and conformity determination.

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- The most recent conformity document has met the requirements that will be invoked once the bump up in attainment status is official. This was done by BMC including 2012 as an analysis year in their conformity documentation.

MOVES vs. MOBILE6.2

- EPA has not given final approval for the additional 1-year grace period for MPOs to use MOBILE6.2, since there have been adverse comments and there will be potential litigation. This additional year applies only to regional analyses (TIPs, conformity, etc).
- For project level, it is still o.k. to use MOBILE6.2 as long as the analysis is substantially completed by December 2012.

Interagency Consultation (IAC)

- There may be issues with PM because of the diesel feeder buses into stations.
- IAC should following the existing process coordinated by Gary Green at SHA.

Construction

- Construction of the project is under transportation conformity – there are no daily emission thresholds, but the construction must not violate any ambient air quality standards.

Action Items

- Meeting currently scheduled for April 18, 9:30 a.m with the Interagency Review participants to discuss the Air Quality Analysis.

These minutes reflect the recorder's understanding of the discussions at the meeting. The minutes shall initially be considered as draft, open to comments for a period of 5 business days beyond the date of initial issuance. If no comments are received within five days, these minutes shall be considered final and will be issued as such within 2 business days of the draft closing date.

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Others
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MDP
Maryland Department of Planning
Maryland Historical Trust

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary

Matthew J. Power
Deputy Secretary

January 17, 2012

Mr. John Newton, Manager
Environmental Planning Division
Maryland Transit Administration
6 Saint Paul Street
Baltimore, Maryland 21202-1614

Re: Red Line Transit Study
Baltimore City and Baltimore County, Maryland
Historic Architectural Discussion Points

Dear Mr. Newton:

Thank you for providing the Maryland Historical Trust (Trust) with discussion points and questions regarding historic architectural environment within the area of potential effects for the Red Line Transit Project. MTA's submittal represents ongoing consultation to assess the project's potential effects on historic properties, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and the Maryland Historical Trust Act of 1985, as amended, State Finance and Procurement Article §§ 5A-325 and 5A-326 of the Annotated Code of Maryland. We have reviewed the discussion points submitted by your office and we are writing to provide our comments in Attachment 1 of this letter.

We look forward to further consultation with MTA and other involved parties to complete the Section 106 review of this important undertaking. If you have questions or require additional information, please contact Tim Tamburrino (for historic built environment) at 410-514-7637 or ttamburrino@mdp.state.md.us or Beth Cole (for archeology) at 410-514-7631 or bcole@mdp.state.md.us. Thank you for providing us this opportunity to comment.

Sincerely,

Tim Tamburrino
Preservation Officer

TJT
201103750

Attachments
Cc: Mr. Henry Ward (Parsons Brinkerhoff)
Mr. Ray Moravec (Wallace, Montgomery & Associates)

100 Community Place • Crownsville, Maryland 21032-2023
Telephone: 410.514.7600 • Fax: 410.987.4071 • Toll Free: 1.800.756.0119 • TTY Users: Maryland Relay
Internet: http://mht.maryland.gov

Red Line Project
Discussion Points with Tim Tamburrino at MHT
July 11, 2011

MHT LETTER FROM JUNE 9, 2010

University of Maryland – University Hospital District (B-5128) ***(East Half of Map Sheet 4)***

- Guidance on updating the DOE form to indicate the three demolished contributing buildings since the original forms were created.
- Should "University of Maryland – University Hospital District" be changed on the DOE form to "University of Maryland – University Hospital **Historic** District" (like other districts from this survey such as Ten Hills, Hunting Ridge, and Greater Rosemont)?

IDENTIFICATION AND EVALUATION IN PROGRESS

General

Additional Survey Areas

The areas, such as around Security Square Mall, Social Security Administration, I-70 Alignment, Canton Crossing, and Johns Hopkins Bayview Medical Center, have been modified since the build alternative was announced in August 2009. We plan on conducting field visits and MHT Library research for these areas. Based on current knowledge, we are anticipating that for most of these areas no additional properties will be identified for evaluation. However, in the Bayview area, which goes east along Pratt Street and continues east until it reaches the Bayview property, there appear to be additional properties to evaluate. Based on computer research, there are about 10 brick warehouses with build years ranging from 1935 to 1958. These buildings do not appear to be architecturally significant, and most have been extensively altered. It is likely that these properties would warrant Short Forms.

Clarify the APE

During the original intensive survey, the APE was established to be 500 feet out from the center line of the alternatives for the areas west of Gwynns Falls Park, and 250 feet east of the park. Once we obtained the preferred alignment in August 2009, we preliminarily established the refined APE from the outer boundary of the LOD for the build alternative. This was done in part because of non-linear features such as the I-70 Park-and-Ride lot (near the Franklintown Historic District) and the maintenance yard near Franklintown Road. However, perhaps it makes the most sense to retain an APE established from the center of the build alternative and use the outer boundary of the LOD only at the non-linear sections.

More recently, the build alternative has been changed in certain segments and the LOD (in a thin outline of light green) is currently not certain. The attached map shows the center line of the current build alternative in red with the older sections in grayscale. The newer segment does not have the LOD layer and has an APE in blue, while the older segment shows the LOD and has an APE in yellow.

Potential Reevaluations?

Do some of the previously evaluated properties need to be reevaluated since they are getting old? For example, some evaluations date to the 1990s. We can include these properties during our site visit, to see if there are (1) any significant enough changes to any of the properties or (2) attainment of significance to warrant a re-evaluation. If this approach is recommended, what would be a good cutoff date for the age of the existing evaluation to warrant a site visit and possible reevaluation?

Red Line Project
Discussion Points with Tim Tamburrino at MHT
July 11, 2011

Evaluate Properties That Have Turned 45/50 Years Old Since Original Surveys?
We would like to confirm if the original Red Line survey documents used 45 or 50 years for their property age cut off. In addition, there are properties that have turned 45/50 years old since the intensive survey was conducted for the majority of the line (February 2006). The reconnaissance survey was done in April 2005. Should properties that have since turned 45/50 years old since that time also be evaluated?

Property/District Specific

(Note: The properties/districts listed below are located within the working APE which is 250/500 feet out from the outer boundary of the LOD of the build alternative, and do not include properties that have turned 50 years old since the original intensive survey from 2006.)

Keelty Daylight Row Houses Historic District @ Gwynns Falls (B-1378) ***(Center of Map Sheet 3)***
Is it safe to say that this district focuses on Keelty daylight row houses of a larger area (in other words, only the residences are contributors), while the Allendale-West Mulberry, Edmondson, and Greater Rosemont districts are districts located generally within the Keelty District and also include non-residential buildings (like churches) as contributors?

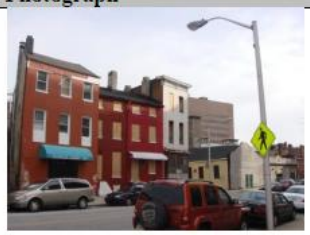
Gwynns Falls Park ***(Center of Map Sheet 3)***
The August 25, 2005, letter from MHT in response to the Red Line reconnaissance survey indicated that this park had been determined eligible for the National Register. No records of eligibility were found at the MHT Library. What is the status of this eligibility?

Harlem Park Historic District (B-1320) ***(West Half of Map Sheet 4)***
This was determined eligible in 2001, and the Old West Baltimore Historic District was listed on the National Register in 2004. Most of Harlem Park Historic District is located within the larger Old West Baltimore Historic District boundaries. We're assuming the designation supersedes the eligibility finding. However, there are a few properties on the west edge of Harlem Park that are not included within the Old West Baltimore Historic District. The blocks that were not included have what appear to be potentially contributing rowhouses, although there are also one large open lot and what appears to be a newer school in this area.

Fayette Street Methodist Episcopal Church (B-2702) ***(East Half of Map Sheet 4)***
745-51 W. Fayette Street
What is the National Register criteria for this eligible property? The information was not found at the MHT Library. This is part of the Poppleton Survey Area and the eligibility is based on Jan's list; the date eligibility was determined is unknown.

Red Line Project
Discussion Points with Tim Tamburrino at MHT
July 11, 2011

Poppleton Survey Area Properties ***(East Half of Map Sheet 4)***
These properties are part of the larger Poppleton Survey Area and are located adjacent to each other. The three clusters below each have a "Poppleton Historic Study" form. The August 25, 2005, letter from MHT regarding the reconnaissance survey for the Red Line indicated that MHT and CHAP established three separate districts within the overall survey area; it is assumed that the three clusters of the "Poppleton Historic Study" forms are different from these districts. The letter also asked that MTA consult with MHT for additional direction on survey treatments within Poppleton. What did this mean for these buildings?

# on Map	Property Name	Photograph	Notes
1a, 1b (East half of Sheet 4)	Six circa 19th and early 20th century residential/commercial row houses (B-2705) *5-25 N. Fremont Avenue*		There is an MHT polygon and "Poppleton Historic Study" form, but no DOE form. (Note: The polygon currently identifies these buildings as "Bridge BC 6503," which is incorrect. The MIHP# B-6503 was inadvertently given to two different properties. The MHT Library was informed about this correction for their records.)
2 (East half of Sheet 4)	Five circa late 19th to early 20th century residential/commercial row houses (B-2704) *755-63 W. Fayette Street*		There is a "Poppleton Historic Study" form, but no DOE form or MHT polygon. B-2704 also includes 753 W. Fayette Street, but it was subsequently demolished. Once the LOD is established for the current alignment, this property will likely be within the APE.
3 (East half of Sheet 4)	Three circa late 19th to early 20th century commercial/residential row houses (B-2706) *762, 764 W. Baltimore Street; 3 N. Fremont Avenue*		There is a "Poppleton Historic Study" form, but no DOE form or MHT polygon.

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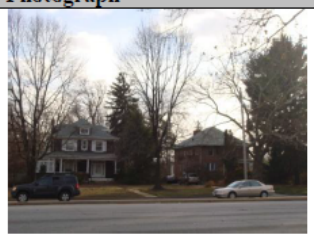
University of Maryland – University Hospital District (B-5128) ***(East Half of Map Sheet 4)***
MHT's correspondence for the Red Line project concurred that the following properties are contributors to the University of Maryland -- University Hospital District. However, the individual evaluations that were also conducted by JMA do not appear to have been commented on by MHT:

Property Name	MIHP #
Gray Laboratory	B-3583
University of Maryland School of Social Work	B-2329
University of Maryland – Bessler Memorial Laboratory Building	B-3589
University of Maryland Law School/University College	B-2326
Dental and Pharmaceutical Building	B-2327

Howard Street Tunnel (B-79) ***(East Half of Map Sheet 4)***
What is the National Register criteria for this listed property? The information was not obvious in the National Register nomination form.

Merchants National Bank (B-3687) ***(West Half of Map Sheet 5)***
301 Water Street
This is a demolished property (only the façades remain). What is the National Register criteria for this eligible property? The information was not at the MHT Library.

Unevaluated Properties Located Within the Working APE
The following are unevaluated properties where the entire property is located within the current APE, and were 50 years old at the time of JMA's studies:

# on Map	Property Name	Photograph	Notes	Recomm.
4 (East half of Sheet 2)	1930 (Nottingham Road) and 1915 (Edmondson Avenue) single family residences *(531 Nottingham Road and 4715 Edmondson Avenue)*		No records at the MHT Library. These two residences look like they could be potential contributors to the Ten Hills Historic District (which is directly adjacent).	Conduct additional research then incorporate these into the existing Ten Hills Historic District DOE Form, perhaps as an Addendum
5 (West half of Sheet 3)	Two commercial 1950 properties *4216 and 4220 Edmondson Avenue (northeast corner of Edmondson and Walnut Avenues)*		No records at the MHT Library.	One Short Form for each property

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# on Map	Property Name	Photograph	Notes	Recomm.
6 (East half of Sheet 3)	1926 bank building (currently Bank of America) *520 N. Franklintown Road*		No records at the MHT Library. This was among the properties identified as W-20 in the Red Line reconnaissance survey for the majority of the line (April 2005) but was not evaluated during the intensive survey.	One DOE Form
7 (East half of Sheet 3)	Four circa 1910s row houses *512-18 N. Franklintown Road (at the intersection of Franklintown and Lauretta near #8 below)*		No records at the MHT Library.	One DOE Form for all four properties
8 (East half of Sheet 3)	Two circa 1910s row houses *2801-03 Lauretta Avenue (near the intersection of Franklintown and Lauretta near #7 above)*			One DOE Form for the two properties
9 (West half of Sheet 4)	circa 1832 Philadelphia Wilmington & Baltimore Railroad *Crosses build alternative at W. Franklin Street and N. Bentalou Street; borders southeastern end of the Calverton Maintenance Facility (located south of Franklin)*		Two segments of the Philadelphia Wilmington & Baltimore Railroad were previously evaluated (B-5164), including for the Bayview alignment intensive survey, but not this segment.	Create an Addendum of this segment for B-5164

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# on Map	Property Name	Photograph	Notes	Recomm.
10 (East half of Sheet 4)	1910 warehouse *663 W. Saratoga Street*		No records at the MHT Library. Once the LOD is established for the current alignment, this property will likely be within the APE.	One Short Form
11 (East half of Sheet 4)	Six circa late 19th to early 20th century commercial buildings *400-02 W. Lombard Street and 32-38 S. Eutaw Street (clustered around the northwest corner of W. Lombard Street and S. Eutaw Street)*		34 S. Eutaw Street has an MIHP # (B-1088), but no DOE form. A red arrow points to this building in the photograph. The other properties don't have MIHP #s.	One DOE Form for B-1088, and one Short Form each for the other buildings
12 (West half of Sheet 5)	Early part of the 20th century industrial building *Just west of Little Italy on President Street between Stiles and Fawn Streets*	 President Street elevation  Stiles Street elevation	No records at the MHT Library. This appears to be one building, interconnected inside (according to the 1951 Sanborn Map), and are today all connected to a 1988 building located on the corner (together they are Mo's Fisherman's Wharf Restaurant). Once the LOD is established for the current alignment, this property will likely be within the APE.	One Short Form for the property

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# on Map	Property Name	Photograph	Notes	Recomm.
		 Rear elevation		
13 (West half of Sheet 5)	Six 19th to early 20th century rowhouses with commercial and restaurant use *819-29 Eastern Avenue (at the southwest corner of Eastern Avenue and Albemarle Street)*		No records at the MHT Library. 829 Eastern Avenue (left end of photo) may consist of three buildings that are older but heavily remodeled. The other three building façades are clad in Formstone.	One DOE Form for all six properties
14 (West half of Sheet 5)	Ten circa 1850 and 1860 row houses *903-21 Eastern Avenue*		No records at the MHT Library. Nine of the ten building façades are clad in Formstone (with the tenth clad with newer brick and heavily remodeled).	One DOE Form for all ten properties
15 (West half of Sheet 5)	Six circa 1850 and 1860 row houses *505-15 Albemarle Street*		No records at the MHT Library. All six façades are clad with Formstone.	One DOE Form for all six properties
16 (West half of Sheet 5)	1950 industrial building *506 S. Central Avenue*		No records at the MHT Library.	One DOE Form

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# on Map	Property Name	Photograph	Notes	Recomm.
17 (East half of Sheet 5)	Three buildings: (1) one ca. late 19th (originally residential) and one ca. 1910s (industrial) buildings *2029 and 2031 Fountain Street (southeast corner of Fountain and S. Castle Streets)* (2) ca. 1940s industrial (office) building *2030 Aliceanna Street (northeast corner of Aliceanna and S. Castle Streets)*	 	No records at the MHT Library. These three buildings appear to have been part of one property in 1951 (a scrap iron yard in the Sanborn Map), but the three-story building was an individual "tenement" building in the 1914 Sanborn map. In addition, it is possible that the ca. 1910s industrial building also has its own history prior to the scrap yard.	One Short Form for each building
18a, 18b (East half of Sheet 6)	1949, 1955, 1950 and 1947 industrial buildings *240, 250, 300 and 320 S. Kresson Street*	(No photographs taken)	No records at the MHT Library.	One DOE Form for these buildings; this will probably also include some additional buildings along Kresson Street that result from the Bayview segment of the resurvey mentioned earlier

Possible MHT Polygon Boundaries to be Fixed
(Note: These are not labeled on the map sheets.)

#	Sheet #	Property Name	Notes
A	West half of Sheet 2	Franklintown Bridge (Bridge B 0096) (BA-2853) *Franklintown Road over Dead Run located east of Security Boulevard, Woodlawn, Baltimore County*	The property is identified by a circular shaped polygon, likely indicating the boundary has not been defined.
B	West	Franklintown Historic District (B-1316)	At the southwest corner of the district,

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#	Sheet #	Property Name	Notes
	half of Sheet 2	*5100-5201 N. Franklintown Road, 1707-1809 N. Forest Park Avenue, 5100 Hamilton Avenue, 5100 Fredwall Avenue*	the district boundary cuts through properties.
C	East half of Sheet 2	St. William of York Catholic Church and School (B-5100) *600 Cooks Lane*	Take out the west section of the current boundary (the western section is the eastern half of a housing complex that was determined not eligible).
D	West half of Sheet 3	Rognel Heights District (B-5108)	The southeast corner of this district boundary overlaps into the rear lots of 4216 and 4220 Edmondson Avenue (These two properties are #5 on Sheet 3 of properties to evaluate.)
E	Center of Sheet 3	Keelty Daylight Row Houses Historic District @ Gwynns Falls (B-1378) *Two sections located on the west and east sides of Gwynns Falls Park: (1) the west section is bordered by Normandy Avenue/Lyndhurst Street, Gelston Drive, N. Hilton Street, Mulberry Street, Edgewood Street, W. Lexington Street, N. Grantley Street, W. Saratoga Street, and Allendale Street and (2) the east section is bordered by Gwynns Falls Trail, Ellicott Driveway, Braddish Avenue, W. Lafayette Avenue, Poplar Grove Street, and Edmondson Avenue*	At the southwest portion of the district, south of the intersection of Mulberry and Denison Streets is a district boundary that cuts through buildings.
F	East half of Sheet 3	Greater Rosemont District (B-5112) *North side of Franklin Avenue, roughly bounded by N. Rosedale Street, Ellicott Driveway, Ashburton Street, Rayner Avenue, Whitmore Avenue, Riggs Avenue, N. Warwick Avenue, W. Lafayette Avenue, Wheeler Avenue, Winchester Street, and Penn Central RR tracks*	As per the DOE, the southern boundary should extend to Franklin Street. Also, include the Hauswalds Bakery (B-5115) and the other buildings on the same triangular block; the bakery is described in the DOE text as being a contributor.
G	West half of Sheet 4	Bon Secours District (B-5117) *Roughly bounded by W. Mulberry Street, N. Monroe Street, W. Baltimore Street, N. Calverton Road, N. Warwick Avenue, W. Lexington Street, and N. Bentalou Street*	Correct the boundaries of the district to match the DOE map.
H	West half of Sheet 4	Monroe-Riggs District (B-5118) *Roughly bounded by Penn Central tracks, Franklin Street, alley west of Fulton Avenue, and Riggs Street (adjoins Old West Baltimore Historic District)*	Correct the southwest corner boundary of the district (the current boundary goes right through the adjacent NR eligible American Ice Company building).
I	East half of Sheet 4	Perkins Square Gazebo (B-110) *Northwest corner of George Street and Myrtle Avenue*	NR listed. The boundaries of the park have been reduced since the NR designation. What had been parkland has been developed. MHT Library documentation confirms this new boundary, but the polygon does not.

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#	Sheet #	Property Name	Notes
J	East half of Sheet 4	Wilkens-Robins Building (B-3598) *308-14 W. Pratt Street*	NR listed. The building has an addition now to the rear, likely replacing an original rear section (or perhaps the original section has been incorporated into the new?). The new addition has a larger footprint.
K	West half of Sheet 5	President Street Station (B-3741) *President and Fleet Streets*	NR listed. Only the section between Eastern, Felicia and President remains today. The rest of the original NR property boundary is today developed with new buildings.

Possible MHT Polygons to Remove
(Note: These are not labeled on the map sheets.)

#	Sheet #	Description
L	East half of Sheet 4	Six circa 19th and early 20th century residential/commercial row houses (B-2705) at *5-25 N. Fremont Avenue* (This property was incorrectly labeled "Bridge BC 6503" in the MHT polygon layer. The MHT Library was informed about this correction for their records.)
M	East half of Sheet 4)	The United Railways and Electric Company Building (B-3584) at *708-10 W. Lombard Street* (demolished)
N	East half of Sheet 4	Alexander Robinson House (B-4509) at *712 W. Lombard Street* (demolished) (also identified in Red Line Corridor Transit Study: Historic Structures Survey-vol. 1, February 2006 as being demolished)
O	East half of Sheet 4	Hutzler's Warehouse Building (B-4508) at *719-25 W. Lombard Street* (demolished)
P	East half of Sheet 4	Penn Street Power Plant (B-1053) at *700-26 W. Pratt Street* (demolished-only façade remain)
Q	West half of Sheet 5	Merchants National Bank (B-3687) at *301 Water Street* (demolished-only façades remain)
R	West half of Sheet 6	Kauffman Electric Company (B-5161) at *3400 Boston Street* [The property was determined eligible for the NR by MHT as a contributing resource to the Canton Historic District (February 5, 2009, correspondence regarding the Boston Street: Ponca to Conkling Alignment Study project). We do not find records identifying this as being individually eligible (as is labeled in the MHT polygon).]

Additional Properties Demolished (All Listed on the National Register)
(Note: These are not labeled on the map sheets.)

#	Sheet #	Description
S	Center of Sheet	Engine House #8 (B-2429) at 1025-31 W. Mulberry Street (demolished)

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	4	
T	East half of Sheet 4	Turner-White Casket Company Building (B-2332) 509-11 W. Lombard Street (demolished)
U	East half of Sheet 4	Johnston Building (B-2372) 26-30 S. Howard Street (demolished)

Methodology for Demolished Buildings

In the cases of demolished buildings, we would take a digital photograph to confirm the building is no longer extant and create an MIHP Addendum, or DOE Form if there is not one already, indicating that the resource has been demolished.

Attachment 1
Red Line Project – Response to MTA Historic Architectural Discussion Points

MTA Question/Discussion Point	MHT Response
University of Maryland – University Hospital District (B-5128) (East Half of Map Sheet 4) • Guidance on updating the DOE form to indicate the three demolished contributing buildings since the original forms were created. • Should "University of Maryland – University Hospital District" be changed on the DOE form to "University of Maryland – University Hospital Historic District" (like other districts from this survey such as Ten Hills, Hunting Ridge, and Greater Rosemont)?	• Please prepare an Addendum Sheet to update our records that three buildings that have been demolished since the original survey form was completed. • The resource name will remain University of Maryland – University Hospital District.
Additional Survey Areas The areas, such as around Security Square Mall, Social Security Administration, I-70 Alignment, Canton Crossing, and Johns Hopkins Bayview Medical Center, have been modified since the build alternative was announced in August 2009. We plan on conducting field visits and MHT Library research for these areas. Based on current knowledge, we are anticipating that for most of these areas no additional properties will be identified for evaluation. However, in the Bayview area, which goes east along Pratt Street and continues east until it reaches the Bayview property, there appear to be additional properties to evaluate. Based on computer research, there are about 10 brick warehouses with build years ranging from 1935 to 1958. These buildings do not appear to be architecturally significant, and most have been extensively altered. It is likely that these properties would warrant Short Forms.	MHT looks forward to working with MTA to evaluate any newly identified properties within the APE for the modified alignments. When determining which level of survey (i.e. DOE or Short Form DOE) to utilize for the industrial properties mentioned in your letter, please be sure to conduct sufficient background research to determine if the property represents a significant resource within the context of industrial history in Baltimore City. If the property appears to be associated with a significant theme, please prepare a regular DOE form.
Clarify the APE During the original intensive survey, the APE was established to be 500 feet out from the center line of the alternatives for the areas west of Gwynns Falls Park, and 250 feet east of the park. Once we obtained the preferred alignment in August 2009, we preliminarily established the refined APE from the outer boundary of the LOD for the build alternative. This was done in part because of non-linear features such as the I-70 Park-and-Ride lot (near the Franklintown Historic District) and the maintenance yard near Franklintown Road. However, perhaps it makes the most sense to retain an APE established from the center of the build alternative and use the outer boundary of the LOD only at the non-linear sections.	It is MTA's responsibility to identify all resources potentially affected by the undertaking. The methodology utilized to establish the APE can evolve as project plans develop. However, MTA should eventually select a final methodology for determining the APE and only revise the APE when alignments are shifted or ancillary features such as maintenance yards and park-and-ride lots are added to the plans. Since the proposed LOD will most likely fluctuate during this stage of project development, the APE width should remain a set distance from the centerline of the build alternative.

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Red Line Project – Response to MTA Historic Architectural Discussion Points
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MTA Question/Discussion Point	MHT Response
Potential Reevaluations? Do some of the previously evaluated properties need to be reevaluated since they are getting old? For example, some evaluations date to the 1990s. We can include these properties during our site visit, to see if there are (1) any significant enough changes to any of the properties or (2) attainment of significance to warrant a re-evaluation. If this approach is recommended, what would be a good cutoff date for the age of the existing evaluation to warrant a site visit and possible reevaluation?	It has always been MTA's responsibility to revisit properties that have been previously evaluated to determine if they remain extant or have been drastically altered. Unless the property has been demolished or has some other compelling reason to revisit their eligibility, the previous eligibility determinations remain valid.
Evaluate Properties That Have Turned 45/50 Years Old Since Original Surveys? We would like to confirm if the original Red Line survey documents used 45 or 50 years for their property age cut off. In addition, there are properties that have turned 45/50 years old since the intensive survey was conducted for the majority of the line (February 2006). The reconnaissance survey was done in April 2005. Should properties that have since turned 45/50 years old since that time also be evaluated?	It appears that MTA identified and surveyed all properties constructed prior to 1960. Please ensure that all properties that will become 50 years old prior to the completion of the project planning process has been identified and evaluated.
Keelty Daylight Row Houses Historic District @ Gwynns Falls (B-1378) (Center of Map Sheet 3) Is it safe to say that this district focuses on Keelty daylight row houses of a larger area (in other words, only the residences are contributors), while the Allendale-West Mulberry, Edmondson, and Greater Rosemont districts are districts located generally within the Keelty District and also include non-residential buildings (like churches) as contributors?	The Keelty Daylight Row Houses Historic District includes all Keelty-built rowhouses constructed during the initial development phases of the Gwynns Falls area around Edmondson Avenue between roughly 1920 and 1930. The Keelty district encompasses parts of the Greater Rosemont Historic District, Edmondson Village Historic District and the Allendale-West Mulberry Historic District. The Keelty district focuses solely on the Keelty-built rowhouses, while the other districts comprise a variety of property types that contribute to the significance of the districts.

Attachment 1
Red Line Project – Response to MTA Historic Architectural Discussion Points
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MTA Question/Discussion Point	MHT Response
Gwynns Falls Park (Center of Map Sheet 3) The August 25, 2005, letter from MHT in response to the Red Line reconnaissance survey indicated that this park had been determined eligible for the National Register. No records of eligibility were found at the MHT Library. What is the status of this eligibility?	Gwynns Falls Park/Leakin Park (B-4610) was determined eligible for listing in the National Register of Historic Places on May 26, 2004 during consultation with the City of Baltimore for the Replacement of the Edmondson Avenue Bridge over Gwynns Falls. Sufficient documentation was presented to our office to enable a consensus determination of eligibility for the park. The preparation of MIHP and DOE forms for Gwynns Falls Park was required from Baltimore City to mitigate the adverse effect caused by the bridge replacement project. However, the city's project was placed on hold and the survey documentation was never produced. The entire park property remains eligible and no additional work is required from MTA. A DOE form for this property is included as Attachment 2.
Harlem Park Historic District (B-1320) (West Half of Map Sheet 4) This was determined eligible in 2001, and the Old West Baltimore Historic District was listed on the National Register in 2004. Most of Harlem Park Historic District is located within the larger Old West Baltimore Historic District boundaries. We're assuming the designation supersedes the eligibility finding. However, there are a few properties on the west edge of Harlem Park that are not included within the Old West Baltimore Historic District. The blocks that were not included have what appear to be potentially contributing rowhouses, although there are also one large open lot and what appears to be a newer school in this area.	The Harlem Park Historic District was determined eligible for listing in the National Register of Historic Places in 2001. As you are aware, a portion of this historic district was incorporated in the National Register-listed Old West Historic District in 2004. These are overlapping designations. The National Register listing of the Old West Baltimore Historic District has no bearing on the determination of eligibility for the Harlem Park Historic District. Both districts must be treated as historic properties for the purposes of this study.
Fayette Street Methodist Episcopal Church (B-2702) (East Half of Map Sheet 4) 745-51 W. Fayette Street What is the National Register criteria for this eligible property? The information was not found at the MHT Library. This is part of the Poppleton Survey Area and the eligibility is based on Jan's list; the date eligibility was determined is unknown.	As you may be aware, some of MHT's older survey materials lack information that is commonplace in survey documentation produced today. Often, older survey materials neglect to specify a period of significance or National Register criteria. We have attached to this letter the National Register nomination for this property to enable you to identify the areas of significance for this property (Attachment 3). Once you have identified the significant characteristics of the property, you may assess the effect of the undertaking upon those characteristics.

Attachment 1
Red Line Project – Response to MTA Historic Architectural Discussion Points
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<table>
<tr><th>MTA Question/Discussion Point</th><th>MHT Response</th></tr>
<tr><td>

Poppleton Survey Area Properties (East Half of Map Sheet 4)
These properties are part of the larger Poppleton Survey Area and are located adjacent to each other. The three clusters below each have a "Poppleton Historic Study" form. The August 25, 2005, letter from MHT regarding the reconnaissance survey for the Red Line indicated that MHT and CHAP established three separate districts within the overall survey area; it is assumed that the three clusters of the "Poppleton Historic Study" forms are different from these districts. The letter also asked that MTA consult with MHT for additional direction on survey treatments within Poppleton. What did this mean for these buildings?

<table>
<tr><td>1a, 1b (East half of Sheet 4)</td><td>Six circa 19th and early 20th century residential/commercial row houses (B-2705) 5-25 N. Fremont Avenue</td><td>There is an MHT polygon and "Poppleton Historic Study" form, but no DOE form. (Note: The polygon currently identifies these buildings as "Bridge BC 6503," which is incorrect. The MIHP# B-6503 was inadvertently given to two different properties. The MHT Library was informed about this correction for their records.)</td></tr>
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<tr><td>3 (East half of Sheet 4)</td><td>Three circa late 19th to early 20th century commercial/residential row houses (B-2706) 762, 764 W. Baltimore Street; 3 N. Fremont Avenue</td><td>There is a "Poppleton Historic Study" form, but no DOE form or MHT polygon.</td></tr>
</table>

</td><td>

MHT, in consultation with CHAP, evaluated multiple areas within the Poppleton neighborhood as part of a proposed redevelopment project. The results of those efforts can be found by searching our GIS and library database. You inquired about the following three areas:

1) 5-25 N. Fremont Avenue
2) 755-763 W. Fayette Street
3) *762, 764 W. Baltimore Street; 3 N. Fremont Avenue*

1) 5-25 N. Fremont Avenue appears on MHT's GIS as B-2705. The National Register-eligibility of this cluster of buildings has not been assessed. Please prepare a DOE form for B-2705 if it is located within the undertaking's APE.
2) MIHP No. B-2704, as illustrated on our GIS, encompasses 753-763 W. Fayette Street. A Determination of Eligibility for this resource has not been made. If B-2704 is within the APE for this undertaking, please prepare a DOE form.
3) 762-764 W. Fayette Street appears on our GIS as MIHP No. B-2706. A Determination of Eligibility for this resource has not been made. If B-2706 is within the APE for this undertaking, please prepare a DOE form.

</td></tr>
</table>

Attachment 1
Red Line Project – Response to MTA Historic Architectural Discussion Points
Page 5 of 15

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MHT's correspondence for the Red Line project concurred that the following properties are contributors to the University of Maryland -- University Hospital District. However, the individual evaluations that were also conducted by JMA do not appear to have been commented on by MHT:
<table><tr><th>Property Name</th><th>MIHP #</th></tr><tr><td>Gray Laboratory</td><td>B-3583</td></tr><tr><td>University of Maryland School of Social Work</td><td>B-2329</td></tr><tr><td>University of Maryland – Bessler Memorial Laboratory Building</td><td>B-3589</td></tr><tr><td>University of Maryland Law School/University College</td><td>B-2326</td></tr><tr><td>Dental and Pharmaceutical Building</td><td>B-2327</td></tr></table></td><td>MHT's correspondence dated 9 June 2010 specifically noted that the individual properties listed in your table contribute to the significance of the National Register-eligible University of Maryland - University Hospital District. Therefore, those properties are eligible for listing in the National Register of Historic Places as contributing buildings within the historic district. MHT also concurred with the individual eligibility recommendations for these in May 2010.</td></tr>
<tr><td>Howard Street Tunnel (B-79) (East Half of Map Sheet 4)
What is the National Register criteria for this listed property? The information was not obvious in the National Register nomination form.</td><td>As noted previously, older survey materials may lack certain details, such as the applicable National Register criteria. Please utilize the National Register nomination form and your professional expertise to identify the significant characteristics of this resource. You may consult with our office if you have difficulty assessing the effects of the undertaking on this historic engineering feature.</td></tr>
<tr><td>Merchants National Bank (B-3687) (West Half of Map Sheet 5)
301 Water Street
This is a demolished property (only the façades remain). What is the National Register criteria for this eligible property? The information was not at the MHT Library.</td><td>The Merchants National Bank (B-3687) was determined eligible for listing in the National Register of Historic Places under Criteria A and C by the Keeper of the National Register in 1982. Subsequent to this determination, a majority of the building was demolished, leaving only the principal façade. Correspondence from MHT in 1984 states that the building was individually eligible for the National Register prior to demolition, but the façade is now considered a contributing element to the Business and Government Historic District (B-3935).</td></tr>
</table>

Attachment 1
Red Line Project – Response to MTA Historic Architectural Discussion Points
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Unevaluated Properties Located Within the Working APE
The following are unevaluated properties where the entire property is located within the current APE, and were 50 years old at the time of JMA's studies:

# on Map	Property Name	Photograph	Notes	Recomm.	MHT Comment
4 (East half of Sheet 2)	1930 (Nottingham Road) and 1915 (Edmondson Avenue) single family residences *(531 Nottingham Road and 4715 Edmondson Avenue)*		No records at the MHT Library. These two residences look like they could be potential contributors to the Ten Hills Historic District (which is directly adjacent).	Conduct additional research then incorporate these into the existing Ten Hills Historic District DOE Form, perhaps as an Addendum	It is unclear why these two residential structures were omitted from the historic district boundary. Since the buildings were constructed within the district's period of significance and are similar in style to the rest of the district, we are assuming there was an error in the mapping associated with the DOE form. We will revise the boundary to include these two structures.
5 (West half of Sheet 3)	Two commercial 1950 properties *4216 and 4220 Edmondson Avenue (northeast corner of Edmondson and Walnut Avenues)*		No records at the MHT Library.	One Short Form for each property	Please prepare a short form for each property.
6 (East half of Sheet 3)	1926 bank building (currently Bank of America) *520 N. Franklintown Road*		No records at the MHT Library. This was among the properties identified as W-20 in the Red Line reconnaissance survey for the majority of the line (April 2005) but was not evaluated during the intensive survey.	One DOE Form	Please prepare a DOE form for this property.

Attachment 1
Red Line Project – Response to MTA Historic Architectural Discussion Points
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# on Map	Property Name	Photograph	Notes	Recomm.	MHT Comment
7 (East half of Sheet 3)	Four circa 1910s row houses *512-18 N. Franklintown Road (at the intersection of Franklintown and Lauretta near #8 below)*		No records at the MHT Library.	One DOE Form for all four properties	Prepare one DOE Form for 512-518 N. Franklintown Road and 2801-2803 Lauretta Avenue (Combine Resource Nos. 7 and 8 on one DOE Form).
8 (East half of Sheet 3)	Two circa 1910s row houses *2801-03 Lauretta Avenue (near the intersection of Franklintown and Lauretta near #7 above)*			One DOE Form for the two properties	Prepare one DOE Form for 512-518 N. Franklintown Road and 2801-2803 Lauretta Avenue (Combine Resource Nos. 7 and 8 on one DOE Form).
9 (West half of Sheet 4)	circa 1832 Philadelphia Wilmington & Baltimore Railroad *Crosses build alternative at W. Franklin Street and N. Bentalou Street; borders southeastern end of the Calverton Maintenance Facility (located south of Franklin)*		Two segments of the Philadelphia Wilmington & Baltimore Railroad were previously evaluated (B-5164), including for the Bayview alignment intensive survey, but not this segment.	Create an Addendum of this segment for B-5164	In order to evaluate the National Register eligibility of this segment of the railroad, please prepare a DOE Form that provides a general inspection of the resource between the Baltimore City Line and Penn Station, including the Baltimore and Potomac Tunnel. Please use MIHP No. B-5164 and follow the Union Railroad example provided as Attachment 4. The resource name should be either Baltimore & Potomac Railroad (1872-1902) or Philadelphia, Baltimore & Washington Railroad (1902-1976).

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Red Line Project – Response to MTA Historic Architectural Discussion Points
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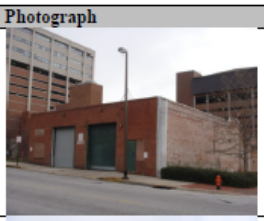
# on Map	Property Name	Photograph	Notes	Recomm.	MHT Comment
10 (East half of Sheet 4)	1910 warehouse *663 W. Saratoga Street*		No records at the MHT Library. Once the LOD is established for the current alignment, this property will likely be within the APE.	One Short Form	Please prepare a Short Form for this property.
11 (East half of Sheet 4)	Six circa late 19th to early 20th century commercial buildings *400-02 W. Lombard Street and 32-38 S. Eutaw Street (clustered around the northwest corner of W. Lombard Street and S. Eutaw Street)*		34 S. Eutaw Street has an MIHP # (B-1088), but no DOE form. A red arrow points to this building in the photograph. The other properties don't have MIHP #s.	One DOE Form for B-1088, and one Short Form each for the other buildings	34 S. Eutaw Street is an L-shaped building that also includes a façade on Lombard Street. Be sure to include the entire building in your DOE form. Also, please prepare a DOE from for 36 S. Eutaw Street. Since this structure is possibly associated with Babe Ruth, you must prepare a DOE form to ensure that background research is conducted and all possible areas of significance are evaluated. You may prepare Short Forms for the remaining buildings.
12 (West half of Sheet 5)	Early part of the 20th century industrial building *Just west of Little Italy on President Street between Stiles and Fawn Streets*	 President Street elevation	No records at the MHT Library. This appears to be one building, interconnected inside (according to the 1951 Sanborn Map), and are today all connected to a 1988 building located on the corner (together they are Mo's Fisherman's Wharf Restaurant).	One Short Form for the property	Please prepare a Short Form for this property.

Attachment 1
Red Line Project – Response to MTA Historic Architectural Discussion Points
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# on Map	Property Name	Photograph	Notes	Recomm.	MHT Comment
		 Stiles Street elevation  Rear elevation	Once the LOD is established for the current alignment, this property will likely be within the APE.		
13 (West half of Sheet 5)	Six 19th to early 20th century rowhouses with commercial and restaurant use *819-29 Eastern Avenue (at the southwest corner of Eastern Avenue and Albemarle Street)*		No records at the MHT Library. 829 Eastern Avenue (left end of photo) may consist of three buildings that are older but heavily remodeled. The other three building façades are clad in Formstone.	One DOE Form for all six properties	The buildings located on the south side of Eastern Avenue are similar in scale and materials to the structures located within the Little Italy Historic District. It is unclear why these buildings were not included within the original boundary for the district. We suggest that MTA prepare a DOE Form (using MIHP No. B-5121) recommending that the following properties are part of the Little Italy Historic District: 819-829 Eastern Avenue, 903-921 Eastern Avenue and 505-515 Albemarle Street.

Attachment 1
Red Line Project – Response to MTA Historic Architectural Discussion Points
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# on Map	Property Name	Photograph	Notes	Recomm.	MHT Comment
14 (West half of Sheet 5)	Ten circa 1850 and 1860 row houses *903-21 Eastern Avenue*		No records at the MHT Library. Nine of the ten building façades are clad in Formstone (with the tenth clad with newer brick and heavily remodeled).	One DOE Form for all ten properties	See comment above.
15 (West half of Sheet 5)	Six circa 1850 and 1860 row houses *505-15 Albemarle Street*		No records at the MHT Library. All six façades are clad with Formstone.	One DOE Form for all six properties	See comment above.
16 (West half of Sheet 5)	1950 industrial building *506 S. Central Avenue*		No records at the MHT Library.	One DOE Form	Please prepare a DOE form for this property.
17 (East half of Sheet 5)	Three buildings: (1) one ca. late 19th (originally residential) and one ca. 1910s (industrial) buildings *2029 and 2031 Fountain Street (southeast corner of Fountain and S. Castle Streets)* (2) ca. 1940s industrial		No records at the MHT Library. These three buildings appear to have been part of one property in 1951 (a scrap iron yard in the Sanborn Map), but the three- story building was an individual "tenement"	One Short Form for each building	This property does not meet the "clearly ineligible" threshold necessary to prepare a Short Form. Please prepare a DOE form for the industrial building complex.

Attachment 1
Red Line Project – Response to MTA Historic Architectural Discussion Points
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# on Map	Property Name	Photograph	Notes	Recomm.	MHT Comment
	(office) building *2030 Aliceanna Street (northeast corner of Aliceanna and S. Castle Streets)*		building in the 1914 Sanborn map. In addition, it is possible that the ca. 1910s industrial building also has its own history prior to the scrap yard.		
18a, 18b (East half of Sheet 6)	1949, 1955, 1950 and 1947 industrial buildings *240, 250, 300 and 320 S. Kresson Street*	(No photographs taken)	No records at the MHT Library.	One DOE Form for these buildings; this will probably also include some additional buildings along Kresson Street that result from the Bayview segment of the resurvey mentioned earlier	Please conduct preliminary research to determine if any of these industrial buildings represent a significant theme within the context of Baltimore's industrial history. Prepare either DOE forms or Short Forms based on the outcome of your research.

Possible MHT Polygon Boundaries to be Fixed

#	Sheet #	Property Name	Notes	MHT Comment
A	West half of Sheet 2	Franklintown Bridge (Bridge B 0096) (BA-2853) *Franklintown Road over Dead Run located east of Security Boulevard, Woodlawn, Baltimore Co.*	The property is identified by a circular shaped polygon, likely indicating the boundary has not been defined.	Nearly all of the state's inventoried bridges are identified by a circular polygon. The historic boundary is typically the footprint of the bridge.
B	West half of Sheet 2	Franklintown Historic District (B-1316) *5100-5201 N. Franklintown Road, 1707-1809 N. Forest Park Avenue, 5100 Hamilton Avenue, 5100 Fredwall Avenue*	At the southwest corner of the district, the district boundary cuts through properties.	It appears that the historic district only includes properties located within the Baltimore City limits.
C	East half of Sheet 2	St. William of York Catholic Church and School (B-5100) *600 Cooks Lane*	Take out the west section of the current boundary (the western section is the eastern half of a housing complex that	We have noted the error and will revise the boundary.

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Red Line Project – Response to MTA Historic Architectural Discussion Points
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#	Sheet #	Property Name	Notes	MHT Comment
			was determined not eligible).	
D	West half of Sheet 3	Rognel Heights District (B-5108)	The southeast corner of this district boundary overlaps into the rear lots of 4216 and 4220 Edmondson Avenue (These two properties are #5 on Sheet 3 of properties to evaluate.)	Despite the boundary slightly nipping the back corner of the tax parcels containing 4216 and 4220 Edmondson Avenue, it is clear that these properties are not included within the Rognel Heights Historic District. Please prepare Short Forms for these properties as previously discussed. The boundary for Rognel Heights will be revised to follow tax parcel lines.
E	Center of Sheet 3	Keelty Daylight Row Houses Historic District @ Gwynns Falls (B-1378) *Two sections located on the west and east sides of Gwynns Falls Park: (1) the west section is bordered by Normandy Avenue/Lyndhurst Street, Gelston Drive, N. Hilton Street, Mulberry Street, Edgewood Street, W. Lexington Street, N. Grantley Street, W. Saratoga Street, and Allendale Street and (2) the east section is bordered by Gwynns Falls Trail, Ellicott Driveway, Braddish Avenue, W. Lafayette Avenue, Poplar Grove Street, and Edmondson Avenue*	At the southwest portion of the district, south of the intersection of Mulberry and Denison Streets is a district boundary that cuts through buildings.	You can assume that the Row House district excludes the church building partially bisected by the boundary.
F	East half of Sheet 3	Greater Rosemont District (B-5112) *North side of Franklin Avenue, roughly bounded by N. Rosedale Street, Ellicott Driveway, Ashburton Street, Rayner Avenue, Whitmore Avenue, Riggs Avenue, N. Warwick Avenue, W. Lafayette Avenue, Wheeler Avenue, Winchester Street, and Penn Central RR tracks*	As per the DOE, the southern boundary should extend to Franklin Street. Also, include the Hauswalds Bakery (B-5115) and the other buildings on the same triangular block; the bakery is described in the DOE text as being a contributor.	We have noted the error and will revise the boundary.
G	West half of Sheet 4	Bon Secours District (B-5117) *Roughly bounded by W. Mulberry Street, N. Monroe Street, W. Baltimore Street, N. Calverton Road, N. Warwick Avenue, W. Lexington Street, and N. Bentalou Street*	Correct the boundaries of the district to match the DOE map.	We are unable to make these revisions since the Baltimore City MIHP records have been temporarily transferred to the state archives for scanning. We will revisit this issue once the forms return to

Attachment 1
Red Line Project – Response to MTA Historic Architectural Discussion Points
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#	Sheet #	Property Name	Notes	MHT Comment
				our building.
H	West half of Sheet 4	Monroe-Riggs District (B-5118) *Roughly bounded by Penn Central tracks, Franklin Street, alley west of Fulton Avenue, and Riggs Street (adjoins Old West Baltimore Historic District)*	Correct the southwest corner boundary of the district (the current boundary goes right through the adjacent NR eligible American Ice Company building).	We will investigate this boundary once the Baltimore City MIHP forms return to our building.
I	East half of Sheet 4	Perkins Square Gazebo (B-110) *Northwest corner of George Street and Myrtle Avenue*	NR listed. The boundaries of the park have been reduced since the NR designation. What had been parkland has been developed. MHT Library documentation confirms this new boundary, but the polygon does not.	Please take into consideration the modern construction within the NR boundary when assessing effects on the resource.
J	East half of Sheet 4	Wilkens-Robins Building (B-3598) *308-14 W. Pratt Street*	NR listed. The building has an addition now to the rear, likely replacing an original rear section (or perhaps the original section has been incorporated into the new?). The new addition has a larger footprint.	No changes are needed to incorporate the modern addition into the NR boundary.
K	West half of Sheet 5	President Street Station (B-3741) *President and Fleet Streets*	NR listed. Only the section between Eastern, Felicia and President remains today. The rest of the original NR property boundary is today developed with new buildings.	Please take into consideration the modern construction within the NR boundary when assessing effects on the resource.

Possible MHT Polygons to Remove
(Note: These are not labeled on the map sheets.)

#	Sheet #	Description	MHT Comment
L	East half of Sheet 4	Six circa 19th and early 20th century residential/commercial row houses (B-2705) at *5-25 N. Fremont Avenue* (This property was incorrectly labeled "Bridge BC 6503" in the MHT polygon layer. The MHT Library was informed about this correction for their records.)	It appears that the problem has been addressed.
M	East half of Sheet	The United Railways and Electric Company Building (B-3584) at *708-10 W. Lombard Street* (demolished)	We are not sure what is meant by the title of this section, "MHT Polygons to Remove". "MHT polygons" are the geographic locations of Maryland Inventory of Historic Properties. The

Attachment 1
Red Line Project – Response to MTA Historic Architectural Discussion Points
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#	Sheet #	Description	MHT Comment
	4)		polygons refer researchers to MIHP documentation in our library. Even if the resource is no longer extant, researchers still need to know that there was once a resource at that location and they need to be able to find the MIHP documentation in our library. You may remove the resource from your project mapping if there is no above-ground evidence remaining of the resource and it is outside of the archeology APE.
N	East half of Sheet 4	Alexander Robinson House (B-4509) at *712 W. Lombard Street* (demolished) (also identified in Red Line Corridor Transit Study: Historic Structures Survey-vol. 1, February 2006 as being demolished)	See comment above.
O	East half of Sheet 4	Hutzler's Warehouse Building (B-4508) at *719-25 W. Lombard Street* (demolished)	See comment above.
P	East half of Sheet 4	Penn Street Power Plant (B-1053) at *700-26 W. Pratt Street* (demolished-only façade remain)	See comment above.
Q	West half of Sheet 5	Merchants National Bank (B-3687) at *301 Water Street* (demolished-only façades remain)	As previously noted, the Merchants National Bank (B-3687) was determined eligible for listing in the National Register of Historic Places under Criteria A and C by the Keeper of the National Register in 1982. Subsequent to this determination, a majority of the building was demolished, leaving only the principal façade. Correspondence from MHT in 1984 states that the building was individually eligible for the National Register prior to demolition, but the façade is now considered a contributing element to the Business and Government Historic District (B-3935).
R	West half of Sheet 6	Kauffman Electric Company (B-5161) at *3400 Boston Street* [The property was determined eligible for the NR by MHT as a contributing resource to the Canton Historic District (February 5, 2009, correspondence regarding the Boston Street: Ponca to Conkling Alignment Study project). We do not find records identifying this as being individually eligible (as is labeled in the MHT polygon).]	This building is eligible for the National Register as a contributing resource to the Canton Historic District. No additional evaluation is necessary.

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Additional Properties Demolished (All Listed on the National Register)
(Note: These are not labeled on the map sheets.)

#	Sheet #	Description	Notes	MHT Comment
S	Center of Sheet 4	Engine House #8 (B-2429) at 1025-31 W. Mulberry Street (demolished)	*Methodology for Demolished Buildings:* In the cases of demolished buildings, we would take a digital photograph to confirm the building is no longer extant and create an MIHP Addendum, or DOE Form if there is not one already, indicating that the resource has been demolished.	Please confirm that these buildings are no longer extant and prepare an MIHP Addendum Sheet. It is not necessary to photograph the site or prepare a DOE.
T	East half of Sheet 4	Turner-White Casket Company Building (B-2332) 509-11 W. Lombard Street (demolished)		
U	East half of Sheet 4	Johnston Building (B-2372) 26-30 S. Howard Street (demolished)		

ATTACHMENT 2.

Maryland Historical Trust
Determination of Eligibility Form

Property Name: Gwynns Falls Park / Leakin Park **Inventory Number:** B-4610

Address: West Baltimore, Gwynns Falls Valley **Historic District:** ___ Yes X No

City: Baltimore **Zip Code:** ___ **County:** Baltimore City

USGS Quadrangle(s): Baltimore West

Property Owner: City of Baltimore **Tax Account ID Number:** ___

Tax Map Parcel Number(s): ___ **Tax Map Number:** ___

Project: Edmondson Avenue Bridge Replacement/Rehabilitation **Agency:** Baltimore Department of Public Works

Agency Prepared By: ___

Preparer's Name: David C. Berg **Date Prepared:** 08/22/2003

Documentation Is Presented In: ___

Preparer's Eligibility Recommendation: X **Eligibility Recommended** ___ **Eligibility Not Recommended**

Criteria: X A X B X C ___ D **Considerations:** ___ A ___ B ___ C ___ D ___ E ___ F ___ G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: ___

Inventory Number: ___ **Eligible:** ___ Yes **Listed:** ___ Yes

Site Visit by MHT Staff: ___ Yes ___ No **Name:** ___ **Date:** ___

Description of Property and Justification: ***(Please attach map and photo)***

The Gwynns Falls Park appears essentially as it was designed in the Olmsted Plan of 1904. It was not to be a formal landscape, but natural stream buffer with public appeal. The Western Maryland Railroad line was considered part of the park design from its inception, and the Edmonson Avenue Bridge was constructed while the park was still under development. The Ellicott Driveway, intended as a drivable parkway through the park, is now used as a pedestrian path through the park's eastern border. Although repaved, the Ellicott Driveway is essentially as it was designed -as a gentle curving path through the stream valley. Some features, such as the wooden guide posts and stone storm water drain are no longer extant, but otherwise, the essential design of the park and drive are intact. To the north, Gwynlls Falls Park leads directly to Leakin Park, and maintains its integrity throughout. Gwynns Falls Park was designed to be the focal point of the park system in western Baltimore by the most prestigious landscape architect firm in the nation. It is eligible for the National Register of Historic Places under Criterion B for its association with the Olmsted landscape design firm, and Criterion C for its landscape design. Its boundaries coincide with the physical boundaries of the park.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility Recommended: X **Eligibility Not Recommended:** ___

Criteria: ___ A ___ B ___ C ___ D **Considerations:** ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments: Determined eligible by letter signed by J. Rodney Little on May 26, 2004.

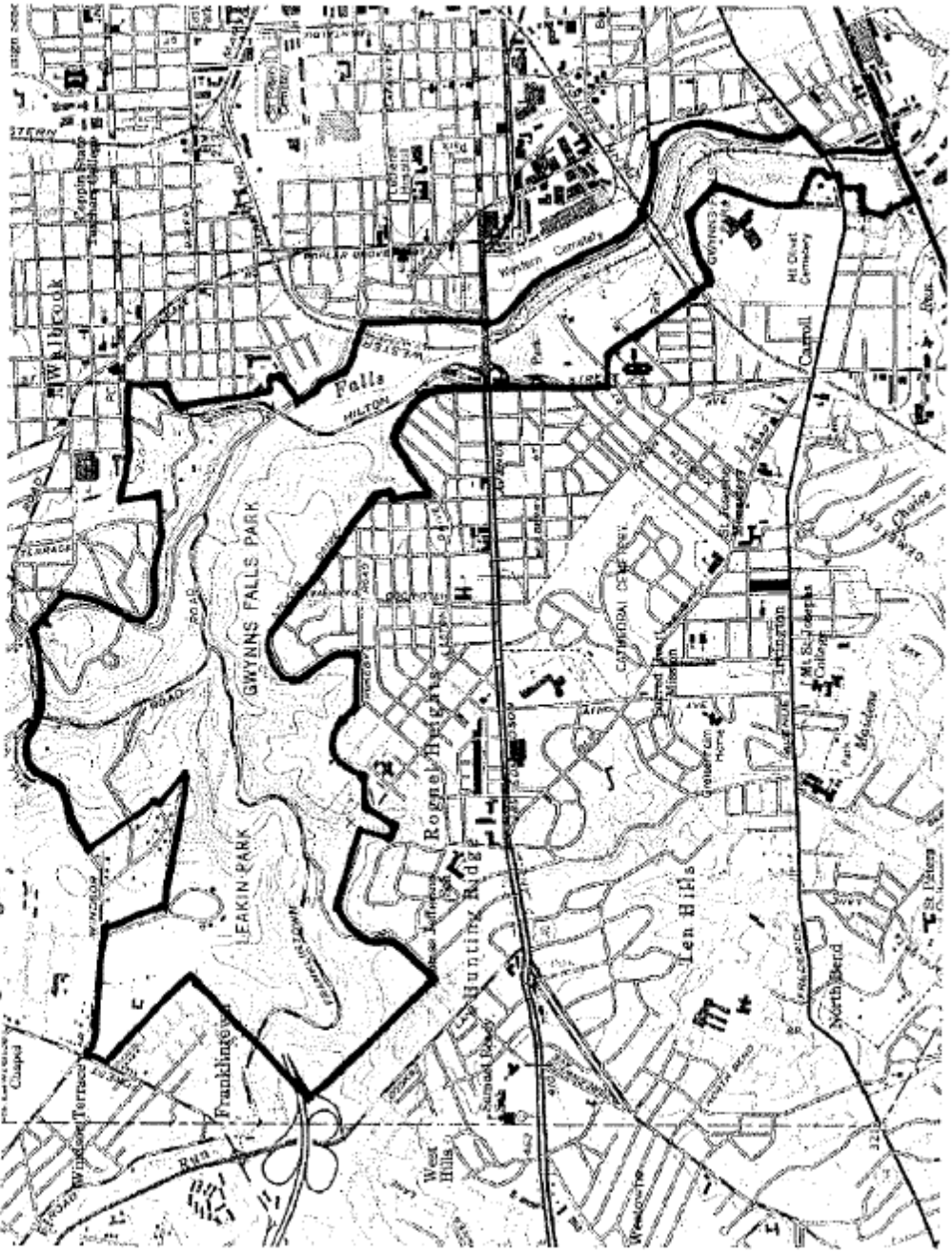
Reviewer, Office of Preservation Services **Date**

J. Rodney Little Wednesday, May 26, 2004

Reviewer, National Register Program **Date**

Tuesday, January 17, 2012 *Printed from MHT GIS/Library Database*

MIHP No. B- 4610



D·H·C·D
MARYLAND DEPARTMENT OF HOUSING
& COMMUNITY DEVELOPMENT

FILE COPY

Robert L. Ehrlich, Jr.
Governor
Michael S. Steele
Lt. Governor
Victor L. Hoskins
Secretary
Shawn S. Karimian
Deputy Secretary

May 26, 2004

Mr. Richard K. Chen, P.E.
Acting Chief
Highway Bridge and Engineering
City of Baltimore Department of Transportation
417 East Fayette Street
Baltimore, MD 21202

Re: Proposed Rehabilitation or Replacement of the Edmondson Avenue Bridge over the Gwynns Falls, Baltimore City, Maryland

Dear Mr. Chen:

Thank you for providing the Maryland Historical Trust (Trust) with the additional and revised information requested in our letter of December 16, 2003 and discussed in our meeting on January 21, 2004. We have reviewed the supplemental information and are writing to provide further comments in accordance with Section 106 of the National Historic Preservation Act and Article 83 B §§ 5-617 and 5-618 of the Annotated Code of Maryland, as appropriate. We apologize for the delay in providing our response but recent staff shortages have prevented a timelier response.

Determinations of Eligibility:

Our review of your most recent submittal has led us to determine that the following four resources within the project's Area of Potential Effect (APE) are ELIGIBLE for listing in the National Register of Historic Places:

1. Ellicott Driveway (MIHP No. B-1314)
2. Gwynns Falls Park (MIHP No. TBD)
3. CSX railroad tracks (Western Maryland Railroad – Tidewater Extension) (MIHP No. B-1377)
4. Keelty Row Houses (one district east and west of the bridge) (MIHP No. B-1378)

Please note that we have revised the name of the Keelty historic district to the "Keelty Daylight Row House Historic District at Gwynns Falls Park" in order to distinguish it from other Keelty row house districts within the City.

DIVISION OF HISTORICAL AND CULTURAL PROGRAMS 100 COMMUNITY PLACE CROWNSVILLE, MARYLAND 21032 PHONE: 410-514-7600
FAX: 410-987-4071 TOLL FREE: 1-800-756-0119 TTY/RELAY: 711 OR 1-800-735-2258 WWW.DHCD.STATE.MD.US

We have also determined that the following two resources within the APE are NOT ELIGIBLE for listing in the National Register of Historic Places:

1. Edmondson Avenue Bridge (MIHP No. B-4548)
2. The Western Cemetery (MIHP No. B-1376)

Determination of Effect:

As mentioned in our previous letter, we have determined that this undertaking will constitute an "adverse effect" on the Gwynns Falls Park and the Ellicott Driveway. In response to this determination, we have prepared and attached a draft Memorandum of Agreement (MOA) for your consideration. This MOA stipulates design review of the replacement bridge and a National Register of Historic Places nomination for the Gywnns Falls Park as mitigation for the adverse effect. Since we understand that the new bridge will be constructed along the existing alignment, there should be no additional adverse effects associated with the project. However, please provide a copy of the alignment plans as soon as possible so that we may determine if further mitigation measures should be incorporated into the MOA. Please also notify the Advisory Council on Historic Preservation of the adverse effect determination and provide them an opportunity to participate in the consultation process for this undertaking.

We look forward to receiving the alignment plans and your comments on the draft MOA as soon as possible. In the meantime, please contact Andrew Lewis at 410-514-7630 or lewisc@dhcd.state.md.us if you should have any questions or comments regarding this matter. Thank you for your on-going cooperation and for providing us this additional opportunity to comment.

Sincerely,

J. Rodney Little
Director/State Historic
Preservation Officer

Attachment
JRL/CAL
200400947
cc: David Berg, Greenhorn & O'Mara
Dan Johnson, FHWA
Kathleen Kotarba, CHAP
Don Sparklin, SHA

ATTACHMENT 3

Form No 10-300 (Rev 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC: Fayette Street Methodist Episcopal Church

AND/OR COMMON: Carter's Temple Church of God in Christ

2 LOCATION

STREET & NUMBER: 745 West Fayette Street

__NOT FOR PUBLICATION

CITY, TOWN: Baltimore __VICINITY OF

CONGRESSIONAL DISTRICT: Third

STATE: Maryland CODE: 24 COUNTY: Baltimore City CODE: 510

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
X BUILDING(S)	X PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE	__ENTERTAINMENT	X RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME: Carter's Temple Church of God in Christ

STREET & NUMBER: 745 West Fayette Street

CITY, TOWN: Baltimore __VICINITY OF STATE: Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Baltimore City Courthouse - Land Records Liber: TK 234 Folio: 243

STREET & NUMBER: Calvert and Fayette Streets

CITY, TOWN: Baltimore STATE: Maryland 21201

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: Poppleton Survey/Phoebe Stanton

DATE: 1975 __FEDERAL __STATE __COUNTY X LOCAL

DEPOSITORY FOR SURVEY RECORDS: H.C.D. - Robert C. Embry, Jr.

CITY, TOWN: Baltimore STATE: Maryland

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
__GOOD	__RUINS	X ALTERED	__MOVED DATE_____
X FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The original design for the Fayette Street Station, according to the official church history, was a two-story brick building, three bays wide set back from the northern lot line. A broad stairway, flanked by wooden and later iron railings, led up to the twin front doors. On the east and west sides of the building, a set of stairs led down to a landing from which one entered the two Sunday school rooms in the basement. In 1863, the basement partition was removed and one large room provided for the Sunday school.

In 1857, a small, one-story Sunday school building was erected six feet behind the main church building. A stone fountain, placed in the middle of the floor of the new addition, was removed after a few years when it proved to be a nuisance. The space between the rear of the main building and the new Sunday school permitted room for an alcove to be built behind the pulpit. The area under this alcove formed an extension of the basement hall to the new Sunday school room. The rest of the space was roofed over and used as coat rooms; and later, converted to a storage area.

In 1874, the church underwent an extensive remodeling. A new brick front with stone trim was built over the original facade, the interior was renovated and a large lecture room was added on the rear.

The architect to whom the remodeling of the church has been attributed is Edmund G. Lind (1829-1909), a leading Baltimore architect. Lind, born and educated in England, came to Baltimore in 1855 and established a lucrative practice. In addition to his architectural practice, Lind was Fellow of A.I.A., a member, co-founder and one-time president of the Baltimore Chapter of A.I.A., and served as Assistant to Supervising Architect Alfred B. Mullet on the U.S. Custom House and Post Office in Mobile, Alabama. His works include the Peabody Institute, the Masonic Temple, Alexandroffsky, Guilford and the Franklin Square Church.

The new front was and remains today the most visible portion of the church, and is by far its most stylish element. The church proper is neither as high nor as wide as the facade pretends, but this late modification nonetheless reflects the essential organization of the building. This elevation is composed of a nave of three bays and side aisles of one bay each, divided vertically into two stories. Materials are brick with stone trim, and metal in the roof and eaves. All windows are round-arched, with the exception of the vestigal "rose-window." The nave portion of the facade contains on the first story a triple entrance enframed by a brownstone arcade supported on paired collonettes with bases. Above this is a course of terra-cotta decoration, followed by several courses of ashlar masonry, canted inward, forming the sills of three tall second story windows.

See continuation sheet #1

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	X RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER
X 1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION
__1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES 1833 (Original Bldg.) 1874 (Front Facade) BUILDER/ARCHITECT E.G. Lind (Front Facade)

STATEMENT OF SIGNIFICANCE

The old Fayette Street Station of the Methodist Episcopal Church of Baltimore City, 745 West Fayette Street, is a fine example of church architecture of the late 19th century. It also symbolizes the prominence and growth of the Methodist Episcopal Church in Baltimore during the 19th century, a time when Baltimore was considered the center of Methodism in the United States. Edmund G. Lind (1829-1909), a leading Baltimore architect, has been attributed with the design of the church's present facade, which was added to the original church building in 1874. The Fayette Street facade reflects the eclectism popular in church architecture during the second half of the 19th century. The slender proportions of the twin piers and the steep pitch of the flanking roofs are reminiscent of the French Gothic, while the round-arched doors and windows recall the Romanesque. The rounded form is repeated in the corbel table under the eaves and again in the rhythmic row of corbelling above the large second floor windows.

Although the church has undergone some 20th century alteration, particularly in its fenestration, it has survived in a relatively well preserved state. Since 1959, when the Methodist congregation moved to Beechfield Avenue, the church has been occupied by Carter's Temple Church of God in Christ.

Methodism was first introduced to Maryland by Robert Strawbridge of County Leitrim, Ireland around 1760. Establishing a meetinghouse in Sam's Creek in Carroll County, Strawbridge launched into an active preaching career which went beyond the confines of Carroll County into other parts of Maryland, Delaware, Pennsylvania and Virginia. Many of Strawbridge's converts also went out ot preach; Methodism began to spread rapidly. It was especially well received in Baltimore where in 1774 the Lovely Lane Meeting House was erected.

John Wesley, the head of the Methodist in England, watching the growing appeal of Methodism in the United States, decided it was time to organize the movement here. Therefore, he deputized the Rev. Thomas Coke to come to America and organize a church. He arrived in Baltimore in 1784; and at the Christmas Conference of the Methodist ministers held in the Lovely Lane Meeting House in December 1784, the church was organized as "The Methodist Episcopal Church in the

See continuation sheet #5

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet #7

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

UTM REFERENCES

	ZONE	EASTING	NORTHING
A	18	358510	4350000
B			
C			
D			

VERBAL BOUNDARY DESCRIPTION

The National Register Boundaries are concurrent with the physical dimensions of the Fayette Street Church and lot which are approximately 70 feet wide by 170 feet deep.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Richard Greenwood, John Hnedak, Janet Kennelly and Steven Levy bjn

ORGANIZATION — DATE

Interstate Division for Baltimore City/Maryland Historical Trust

STREET & NUMBER — TELEPHONE

2225 North Charles Street 396-6133

CITY OR TOWN — STATE

Baltimore Maryland 21210

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ___ STATE ___ LOCAL ___

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE — DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: DATE

KEEPER OF THE NATIONAL REGISTER

GPO 892-453

Form No. 10-300a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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Fayette Street Methodist Episcopal Church
Baltimore City,
Maryland

CONTINUATION SHEET ITEM NUMBER 7 PAGE 1

DESCRIPTION (continued)

These windows have brick arches with stone keystones and are within inset panels. Closing the panels above the flanking nave windows, are simple brick corbel tables; the central nave window is in a slightly higher panel which also contains the rose window, enframed by a round-arched swag. There is a stone impost course at the springing of the arches of the windows. Centered on the nave, above and based on the keystone of the swag is a confection of corbels and collonettes in stone and brick which rises to a small niche at the peak of the roof. Framing the composition of the upper story is a third projecting plane, which runs from the stone sills to and following the eaves. The plane terminates in a raking corbelled arcade which parallels the slopes of the roof. The eaves themselves are of a simple cove molding with widely spaced brackets set at right angles to the slopes of the roof.

Defining the nave and separating it from the aisle bays are two flanking piers. These project slightly from the whole facade and rise from small buttresses at ground level. They diminish in width at the springing of the entrance arcade, and again at the second story level, and continue to the level of the aisle eaves. All horizontal banding of the nave is continuous across the piers at this point. At the aisle eave level they increase in size by three corbelled courses, and again where they meet the eaves of the nave. Above this final corbel, the piers are decorated with rosettes set in inset squares, and then capped by small eaves. They are completed by spires which begin as square in section and finish as octagonal, topped by finely wrought cast-iron finials.

The aisle bays are identical. They have paired windows (small) on the ground story with brick arches with stone imposts and keystones. Above these, at the level of the terracotta course of the nave, is a stone belt course, and above this is the inset panel of the single large second story windows. These windows have stone sills and are enframed by simple brick pilasters with stone arches. The panel is enclosed with corbelling as are those of the flanking bays of the nave, and at the same level, but the corbels are more widely spaced. Above the corbel table are the eaves, composed as those of the nave, but set horizontally below tall slate roofs. These roofs are extended pyramids, i.e., the planes rise from a rectangular base to meet at a line (parallel to the facade) rather than at a point. The roof planes are concave. The impost courses to the aisle windows are lower

See continuation sheet #2

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Fayette Street Methodist Episcopal Church
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CONTINUATION SHEET ITEM NUMBER 7 PAGE 2

DESCRIPTION (continued)

than those of the nave and are finished at the extreme ends with stone caps of brick buttresses which rise at the ends of the facade. At ground level these buttresses are treated similarly to those of the nave, but in smaller scale.

The original 1834 front wall can only be seen in two places. The first in the coal bin, located in the basement; the second in the loft above the ceiling of the main auditorium. The central portion of the wall has been removed to allow access to the stairway leading to the roof and to relieve the weight below. The top of the original front wall and cornice may still be seen in the loft. Access to this area was originally through a trap door over the front gallery. When the new facade was added the use of this trap was discontinued and another was placed in the new portion.

Behind the north facade, the main building rises two stories in height, and is six bays long. A brick, one-story addition eight bays long and as wide as the main building abuts the rear (south). The top of the chancel in the main sanctuary rises just above the southern addition. On the south facade, a rudimentary apse projects slightly from the center of the wall. The use of stone trim is limited to the Fayette Street facade. Metal gable roofs appear on both the church proper and its addition.

Along the side of the main sanctuary, stained glass windows appear in inset panels with round arches and horizontal metal reinforcements. The tall, slender windows in the south addition are grouped in two's with brick segmental arches.

The entrance at street level opens into a vestibule the width of and whose depth is defined by the street facade and the original north wall, now sheathed in plaster. Wide central stairs lead to the basement where the Sunday school, offices, kitchen and dining rooms are located. Flanking the basement stairs, a paired flight of stairs curve inward up to a landing on the sanctuary level. To the east and west of the landing are the stairs leading to the gallery.

Three large round-arched doors open into the sanctuary. The two-story

See continuation sheet #3

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Fayette Street Methodist Episcopal Church
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CONTINUATION SHEET ITEM NUMBER 7 PAGE 3

DESCRIPTION (continued)

sanctuary follows the standard plan of aisles and nave, separated by the columns which support the gallery. A mahogony altar, situated on top of a raised platform, provides the focal point. Behind this platform, organ pipes rise to the ceiling providing a backdrop to the altar. One of the stained glass windows flanking the altar has been removed.

A gallery supported by columns, surrounds the room on three sides and divides the double row of memorial stained glass windows into two stories. These windows date from the 1890's. The north wall of the sanctuary on the gallery level has two stained glass windows on either side of an alcove that is embellished by Corinthian columns. These windows were part of the 1834 facade. A third window was removed to provide room for an organ.

In the basement, a wide hallway, with a row of columns separates the space equally between the Sunday school and the kitchen and dining room. Storage space and the church office are located to the south. At the southern end of the hallway a door connects the 1857 addition to the main building.

The addition is one large room with vaulted roof, exposed trusses and carved wooden brackets. The ceiling has molded plaster. In the center of the southern wall is a raised platform behind which are three stained glass windows in a niche.

Today, the church's much simplified interior architectural appearance contrasts dramatically with the ornate form in which the church was originally constructed. This dichotomy is graphically illustrated when one compares the present interior to that described by Aquilla H. Greenfield during the dedication of the church's new lecture room:

> "Today the fire of ancient Methodism still lives within us and instead of being cabin-cribbed, confined within the four walls of a basement 10 feet high, with whitewashed walls and shabby floors, and darkened chambers; we now meet beneath the broad spreading wings of a comfortable Tabernacle, 60 by 66 feet, and 27 feet to the peak.

See continuation sheet #4

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CONTINUATION SHEET ITEM NUMBER 7 PAGE 4

DESCRIPTION (continued)

A temple, the architecture and design admitted by all to be grand and beautiful; frescoes in most excellent style, carpeted with a magnificent pattern. Chandeliers and brackets attractive, and pleasantly stained glass of rich and handsome color: furniture well worthy of admiration; a fountain sending forth its stream of pure, bright, limpid water; that is, it ought to; beautiful floral embellishments will supply the place; built and furnished in the highest style of art, unsurpassed by any Sunday School building in our city, or in the whole country."[1]

[1] The Story of my Life: Fayette-Bennett M.E. Church. Baltimore, Maryland, 1933.

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CONTINUATION SHEET ITEM NUMBER 8 PAGE 5

STATEMENT OF SIGNIFICANCE (continued)

United States of America." At this conference, the Rev. Coke ordained Francis Asbury, one of the itinerate preachers, the first Bishop of the newly formed church.

As the head of Baltimore Methodism, the Lovely Lane Church became known as the Baltimore City Station. The size of the congregation soon outgrew the church building, necessitating the organization of other Methodist churches. The usual method of expansion was as follows: At first, all the Methodists in the city worshipped at the Lovely Lane Church, then, as their numbers grew, a location for a chapel was found, which the trustees of the station built. Those to whom the chapel was more convenient then took their membership there. Thus, a station might have several chapels under it. Whenever a chapel felt it was strong enough to stand on its own feet, it discussed the matter with the trustees of the station, and, upon paying the mother church the money which had been spent on the chapel, etc., the chapel became a station in its own right. By the 1850's, the Methodist Episcopal churches in Baltimore outnumbered the second largest denomination two to one. In 1849, traveler James Dixon observed:

It is thought, by some, having, by the by, good means of information, that Methodism has made greater progress, and holds a more commanding position, in the City of Baltimore, than in any other part of the United States. Certainly, external appearances favor the opinion, that it has taken hold of large masses of the population, and occupies a very influential place in the midst of the religious denominations of the city. Whether it is the predominant interest, it is not for me to say; but this is the opinion of some of the estimable members and people of the place. If spacious and beautiful churches of the city, large and respectable congregations, Christian and kind-hearted families--connected with all the marks and evidence of intelligent piety--are to be taken as proofs of progress, then most assuredly, Baltimore must be considered very high in a religious point of view.[1]

See continuation sheet #6

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CONTINUATION SHEET ITEM NUMBER 8 PAGE 6

STATEMENT OF SIGNIFICANCE (continued)

The Fayette Street Church, founded in 1833 as a mission or chapel of the Lovely Lane Meeting House, was completed in July 1834 and formally dedicated on October 12, 1834. The parsonage was erected next door at 753 West Fayette Street in 1842 and at the time a house for the sexton was built in the back of the parsonage. In 1841, the congregation separated from their parent church and were thereafter known as the Fayette Street Station. The congregation continued to grow and prosper, and it in turn established chapels and Sunday Schools in other parts of the city. Within the span of ten years, the Fayette Street Church became one of the three largest Methodist churches in Baltimore City.

As the neighborhood began to change in the 20th century, the church went through a gradual decline in membership until a sister-church, also declining because of population shifts, proposed a consolidation. Fayette Street Station and Bennett Memorial, located on the corner of Fremont and Warner Streets, consolidated under the name Fayette-Bennett Methodist Episcopal Church on March 9, 1930. After the consolidation of the northern and southern branches of the Methodist church in the mid-1930's, the Episcopal was dropped and the church became known as the Fayette-Bennett Methodist Church. In 1955 the Fayette-Bennett congregation moved out of the building to join the Beechfield Methodist Church on Beechfield Avenue. Four years later, the building on Fayette Street was sold to Carter's Temple Church of God in Christ, whose congregation continues to use the church for services regularly.

[1]Dixon, James. Personal Narrative of a Tour Through a Part of the United States and Canada: With Notices of the History and Institution of Methodism in America. New York, Lane & Scott, 1849, p. 328.

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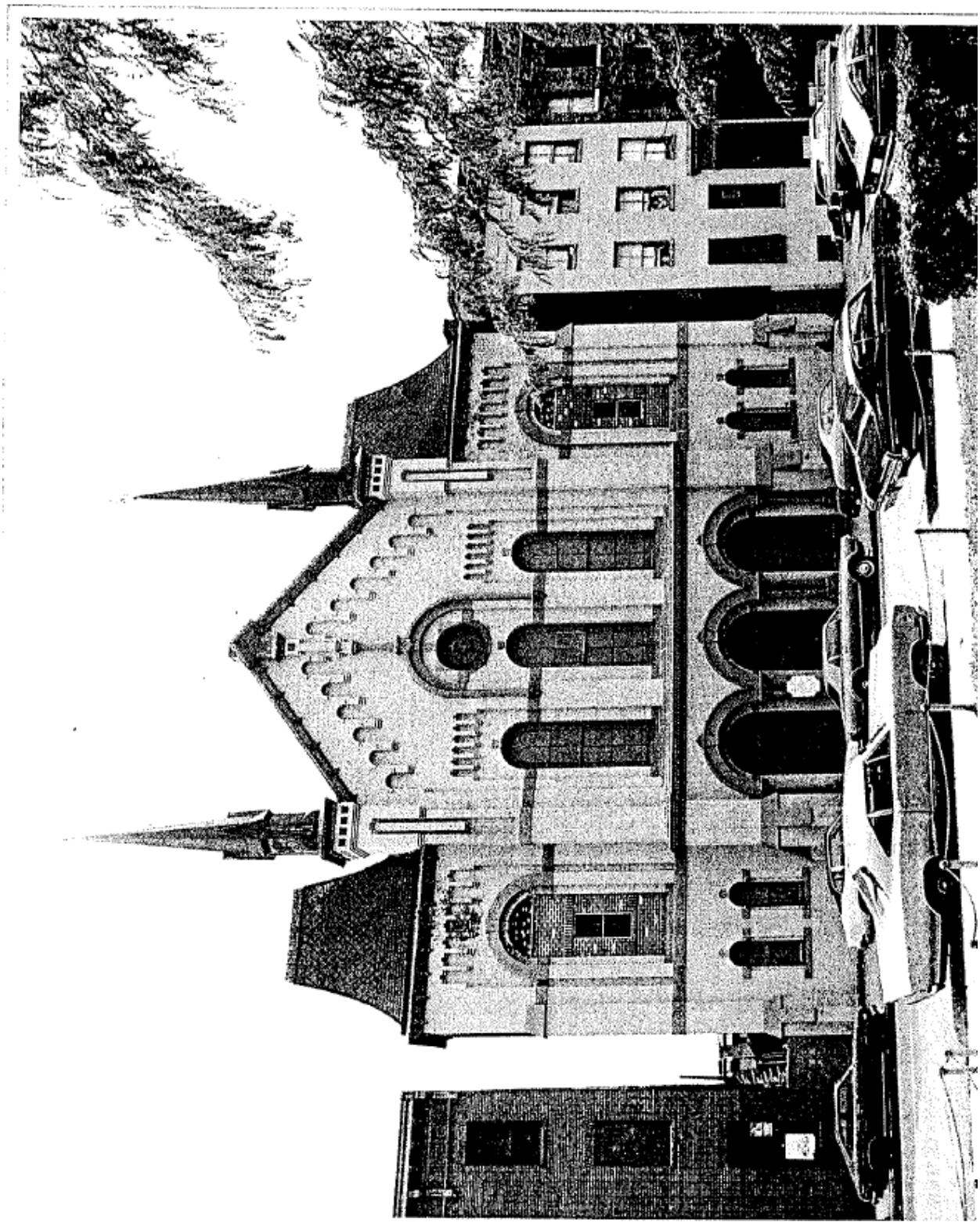

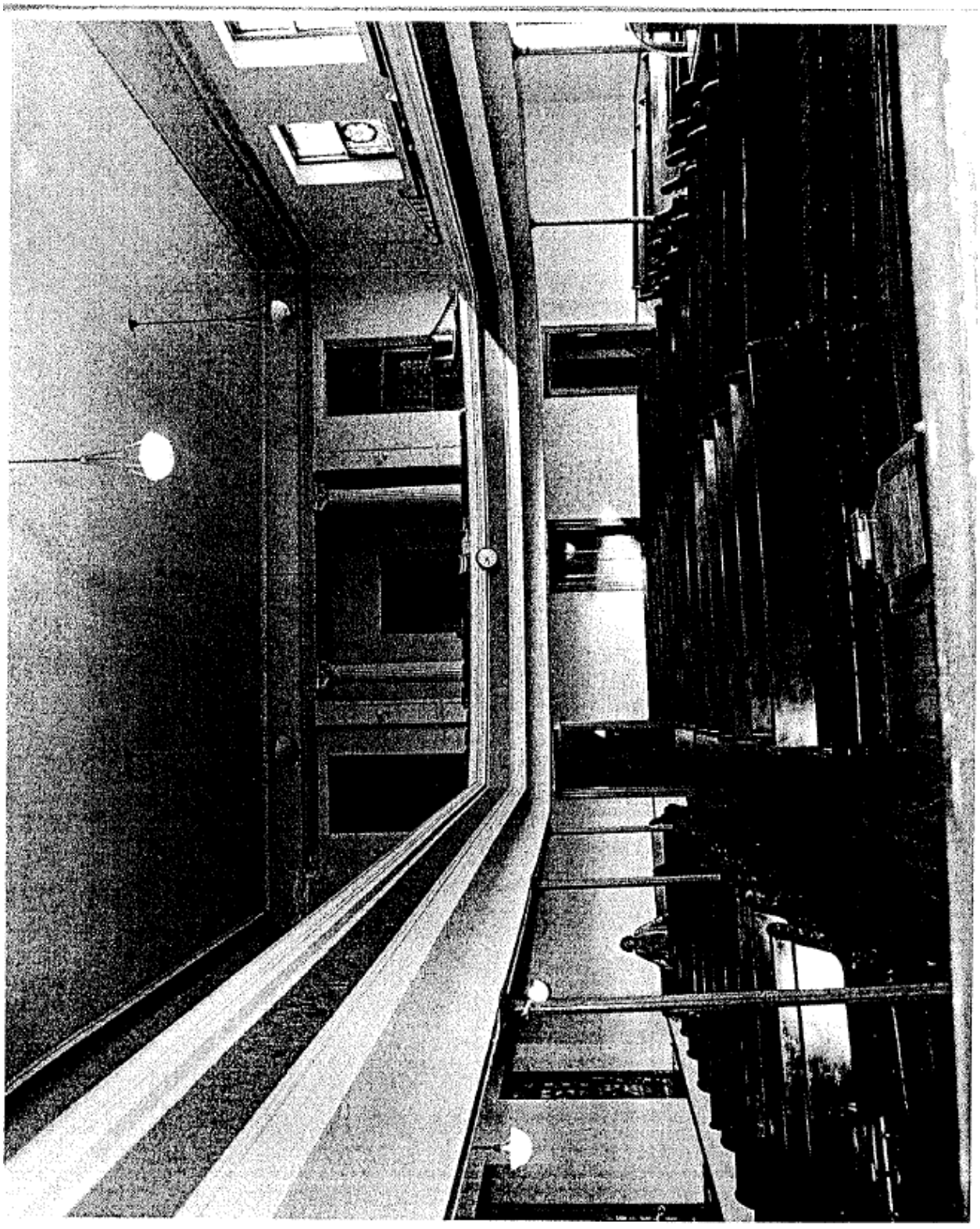

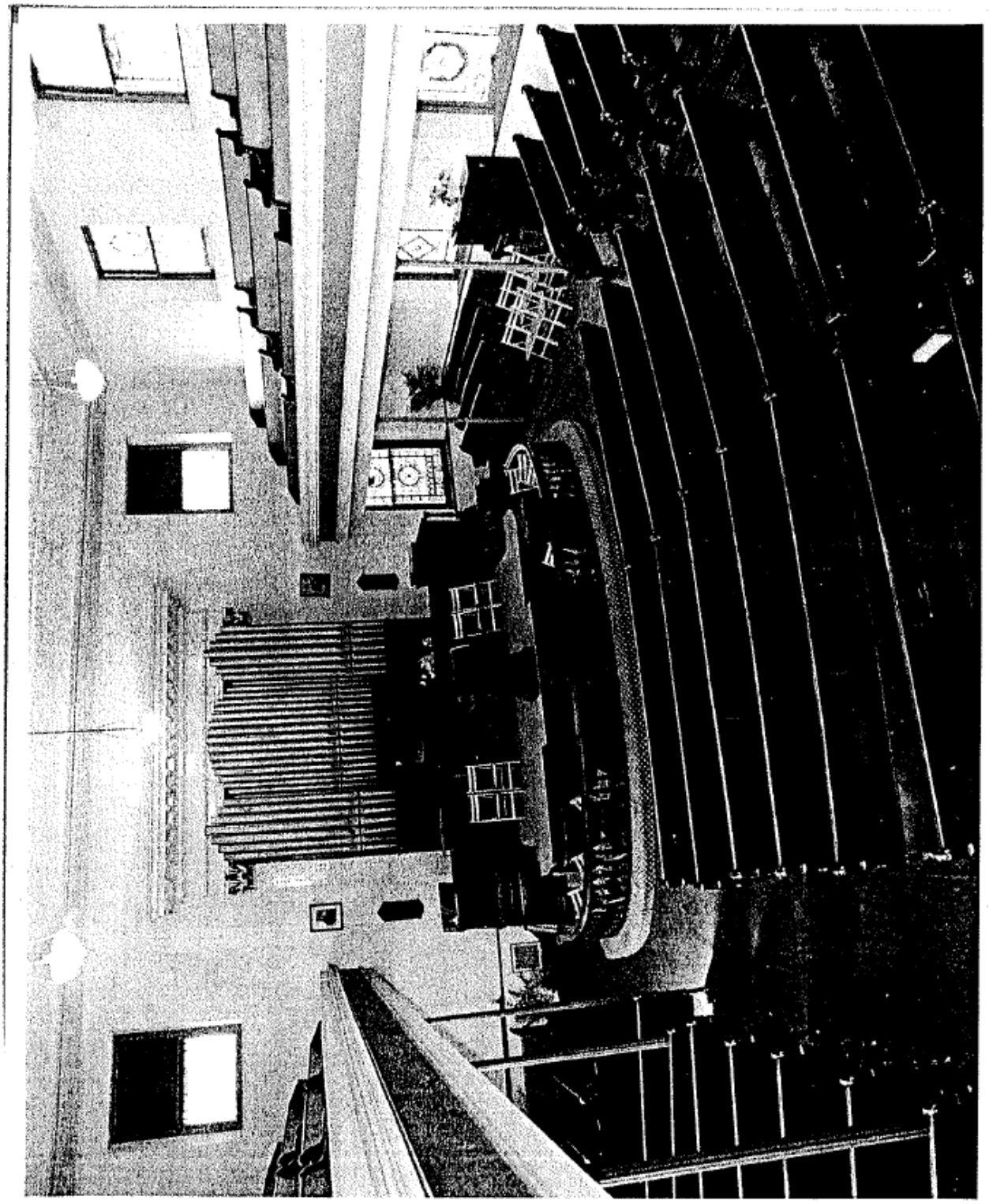

ATTACHMENT 4

Maryland Historical Trust
Determination of Eligibility Form

Property Name: Union Railroad **Inventory Number:** B-5163

Address: Between Howard Street Bridge and Maryland Street Bridge (entire alignment not evaluated) **Historic District:** X Yes No

City: Baltimore **Zip Code:** 21202 **County:** Baltimore City

USGS Quadrangle(s): Baltimore East

Property Owner: Amtrak **Tax Account ID Number:**

Tax Map Parcel Number(s): PSC0 050 **Tax Map Number:**

Project: Shot Tower Station Hardening Project **Agency:** MTA; Department of Homeland Security

Agency Prepared By: AECOM

Preparer's Name: Vanessa Zeoli **Date Prepared:** 11/17/2010

Documentation Is Presented In: Zeoli, Vanessa, John Lawrence and Paul Schopp (AECOM), Cultural Resources Survey for the Proposed Shot Tower Metro Station Hardening, City of Baltimore, Maryland, 2010.

Preparer's Eligibility Recommendation: X **Eligibility Recommended** **Eligibility Not Recommended**

Criteria: X A B X C D **Considerations:** A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: Union Railroad Historic District

Inventory Number: B-5163 **Eligible:** X Yes **Listed:** Yes

Site Visit by MHT Staff: Yes No **Name:** **Date:**

Description of Property and Justification: ***(Please attach map and photo)***

This documentation expands upon two DOE forms completed for the following sections of the Union Railroad in Baltimore:

* Perpendicular and running between Boston Street and O'Donnell Streets, east of S. Haven Street (Determined Eligible 12/12/2008); and

* Between O'Donnell Street and Pulaski Highway, east of S. Haven Street (Determined Eligible 4/5/2010).

The intent of this DOE to evaluate the National Register eligibility of the entire Union Railroad line within the City of Baltimore. The line extends from the northern portal of the Baltimore and Potomac Tunnel under the North Avenue Bridge to the southern terminus at Boston Street in Canton.

The overall railroad line includes a number of buildings, structures, and objects that include (but are not limited to): Pennsylvania Station (MIHP No. B-3727, National Register-listed);

MARYLAND HISTORICAL TRUST REVIEW

Eligibility Recommended: X **Eligibility Not Recommended:**

Criteria: X A B X C D **Considerations:** A B C D E F G

MHT Comments:

Tim Tamburrino — Friday, March 4, 2011
Reviewer, Office of Preservation Services **Date**

Peter Kurtze — Tuesday, March 8, 2011
Reviewer, National Register Program **Date**

Friday, November 18, 2011 *Printed from MHT GIS/Library Database*

NR-ELIGIBILITY REVIEW FORM

B-5163 **Union Railroad**

Page 2

Union Tunnel (constructed in 1873);
Railroad tracks and track bed (circa 1935);
Retaining walls;
Catenary lines;
Railroad-related buildings; and
Bridges (several 1930s truss bridges).

History:
The Union Railroad is a 9.62-mile line completed in 1873 that stretches between the northern portal of the Baltimore and Potomac Tunnel (under the North Avenue Bridge) to the southern terminus of the Northern Central Railway (vicinity of Pulaski Skyway and Interstate 895). A charter to construct the railroad was acquired from the State of Maryland by the Canton Company in 1866. The railroad was built for the purpose of enabling the Northern Central Railway traffic to reach tide-water in Baltimore (via the Canton Company's property), to provide an interchange with the Philadelphia, Wilmington and Baltimore Railroad Company, and as a connector between the Philadelphia, Wilmington and Baltimore Railroad and the Baltimore and Potomac Railroad.

In 1872 the Baltimore and Potomac Railroad line was completed between Baltimore and Washington, but passengers were required to transfer via coach for points going north. Likewise, passengers traveling south were transferred by coach from the Northern Central station at Calvert Street to Lafayette Street. After the construction the Union Railroad (which included the Union Station and the Union Tunnel), passengers boarded at the station on Charles Street and went over the Union Railroad, through the Union Tunnel to Bay View junction, where they connected with the Philadelphia, Wilmington and Baltimore Railroad (Wilson 335). Initially the Northern Central (a Pennsylvania Railroad company) used the Union Railroad line under contract, but bought a controlling share in 1881 as a means of competing with the Baltimore & Ohio Railroad (Wilson 232). In 1881-1882, the PRR also acquired the Pennsylvania, Wilmington, and Baltimore Railroad, thereby securing two routes into Baltimore: the Northern Central Railway from the north and the PW&B from the northeast. With its connection to the Baltimore and Potomac Railroad via the Union Railroad, the PRR succeeded in acquiring a continuous line between New York, Philadelphia, and Washington, D.C. and service began in 1885.

The original Union Station was constructed in 1873 as part of the Union Railroad and to satisfy the need for a suitable downtown depot. Additions were made to the station upon completion of the Baltimore and Potomac Railroad in 1882 and following the Pennsylvania Railroad's acquisition of the Northern Central Railway in 1885, it was completely replaced. By the first decade of the twentieth century the station was no longer able to handle the volume of travelers, and the current station (now known as Pennsylvania Station) was constructed in 1911.

The Union Station yards are located between the Baltimore and Potomac Tunnel and the western terminus of the Union Tunnel (Greenmount Avenue) and are crossed by Maryland Avenue, Charles Street, St. Paul Street, Calvert Street, and Guilford Avenue by overhead bridges (Wilson 289). The yards north of Maryland Avenue were freight yards for the different railroads converging at this point (Wilson 289). Passenger cars were stored in the yard between Maryland Avenue and Charles Street.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility Recommended: X **Eligibility Not Recommended:** ____

Criteria: X A ___ B X C ___ D **Considerations:** ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Tim Tamburrino — Friday, March 4, 2011
Reviewer, Office of Preservation Services **Date**

Peter Kurtze — Tuesday, March 8, 2011
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NR-ELIGIBILITY REVIEW FORM

B-5163 **Union Railroad**

Page 3

During the late nineteenth and into the twentieth century, the PRR improved the Union Railroad line through expansion, full grade separation, and electrification. Today, the route remains in service as part of Amtrak's Northeast Corridor.

National Register evaluation:
The Union Railroad Historic District is significant under Criterion A for its contribution the development of industry and commerce in Baltimore, as well as a catalyst for increased settlement of the city in the late nineteenth century. The Union Railroad was constructed between 1866 and 1873 as a means of connecting the Baltimore and Potomac Railroad line to Washington D.C. with the Philadelphia, Wilmington, and Baltimore Railroad to Philadelphia. Construction of the railroad finally provided a continuous line between these two major cities on the eastern seaboard for both passenger and freight service.

The district is also significant under Criterion C for its engineering merit. In addition to the trackage, the district also includes the Pennsylvania Station (1911; listed on the National Register on 9/12/1975), the 1873 Union Tunnel (located between Greenmount Avenue and North Bond Street), several truss bridges from the 1930s, and catenary lines and signals associated with the PRR's electrification mission in the 1930s.

Contributing resources and character-defining features associated with the railroad line includes passenger stations, switching stations, maintenance/repair buildings, tracks and ties, catenary lines, signals and signs.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility Recommended: X **Eligibility Not Recommended:** ____

Criteria: X A ____ B X C ____ D **Considerations:** ____ A ____ B ____ C ____ D ____ E ____ F ____ G

MHT Comments:

Tim Tamburrino
Reviewer, Office of Preservation Services

Friday, March 4, 2011
Date

Peter Kurtze
Reviewer, National Register Program

Tuesday, March 8, 2011
Date

Friday, November 18, 2011 *Printed from MHT GIS/Library Database*

MARYLAND DEPARTMENT OF NATURAL RESOURCES

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
John R. Griffin, Secretary
Joseph P. Gill, Deputy Secretary

Coordination Sheet for Maryland Department of Natural Resources, Environmental Review Unit information on fisheries resources, including anadromous fish, related to project locations and study areas

DATE OF REQUEST: 12/19/2011 NAME: John Newton PHONE: 410-539-3497

PROJECT NAME / LOCATION / DESCRIPTION: Red Line Light Rail 14.5 mile transit Project, Baltimore, MD

NAME OF STREAM(S) (and MDE Use Classification) WITHIN THE STUDY AREA: Gwynns Falls, (Use I), Jones Falls (Use I), and Dead Run (Use IV)

SUB-BASIN (6 digit watershed): 02-13-09 (Patapsco River Area)

DNR RESPONSE (sections below to be completed by MD DNR):

___X___ Generally, no instream work is permitted in Use I streams during the period of March 1 through June 15, inclusive, during any year.

___X___Generally, no instream work should be conducted in Use IV streams during the period March 1 through May 31 inclusive, during any year.

ADDITIONAL FISHERIES RESOURCE NOTES:

Fish species documented by DNR in locations in proximity to the project work area include Blacknose Dace, Longnose Dace, and Green Sunfish among others.

ADDITIONAL COMMENTS ON BEST MANAGEMENT PRACTICES:

Areas designated for the access of equipment and for the removal or disposal of material required to support construction should avoid impacts to these three stream systems and associated riparian vegetation. Any temporarily disturbed areas should be restored and re-vegetated. Any use of concrete or grouting required to construct improvements should be managed to assure curing processes do not impact these stream systems or modify PH.

Any expected potential fish species should be adequately protected by the Use I and IV work prohibition time of year restriction referenced above, through sediment and erosion control measures, and application of other Best Management Practices.

MD DNR, Environmental Review Unit signature

DATE: --------1-9-2011----------

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Habitat Conservation Division
Chesapeake Bay Program Office
410 Severn Ave., Suite 107A
Annapolis, Maryland 21403

December 30, 2011

MEMORANDUM TO: Gail McFadden-Roberts
Federal Transit Administration, Philadelphia Office

FROM: John Nichols JSN

SUBJECT: Red Line Light Rail

This pertains to your inquiry to National Marine Fisheries Service (NMFS) Protected Resources Division in Gloucester, MA, dated December 16, 2011, regarding NMFS trust resources and their important habitats that may be affected by the proposed Red Line Light Rail Transit Project in Baltimore City, Maryland. In regard to federally managed fish species and their important prey (managed under the Magnuson-Stevens Fishery Conservation & Management Act) that occur in the Patapsco River watershed, I offer the following resource information.

Although a NMFS Habitat Conservation Division representative provided verbal comments on the Red Line proposal at a Maryland State Highway Administration Monthly Interagency Agency meeting, held several years ago, we were unable to provide written comments on the Alternatives Analysis (AA) and Draft Environmental Impact Statement (DEIS). NMFS resource impact concerns are limited to the proposed crossing of the Gwynns Falls near U.S. 40. The Gwynns Falls is probable spawning and nursery ground for migratory white perch (*Morone americana*), and yellow perch (*Perca flavescens*), both species being important prey for mobile federally managed predators, such as bluefish (*Pomatomus saltatrix*),in the Chesapeake Bay. The Gwynns Falls mainstem is passable for both migratory perch species upstream to its confluence with Dead Run, which is upstream of the proposed Red Line crossing.

The proposed Red Line will also cross the Jones Falls near its confluence with the Patapsco River. The Jones Falls in the area of the crossing is an enclosed urban tributary, and is not used by NMFS resources.

If not already addressed in the DEIS and AA, the following issues pertaining to the proposed Gwynns Falls crossing should be covered in the current environmental review.

1. Minimizing direct impacts to instream and riparian habitats. Alternatives that include use of an existing crossing structure, bridging a new crossing, locating bridge piers outside instream habitat, and avoiding removal of riparian woody vegetation should be given strong consideration.

2. Quantitative and qualitative treatment of surface water run-off generated from existing or newly proposed structures, to minimize degradation of spawning/nursery habitat.

If you have additional information requirements, please contact me at (410) 829-6663 (cell#), or John.Nichols@NOAA.GOV.

U.S. Department
of Transportation
Federal Transit Administration

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

DEC 16 2011

Ms. Mary A. Colligan
Assistant Regional Administrator for Protected Resources
National Marine Fisheries Service
Northeast Region
55 Great Republic Drive
Gloucester, MA 01930-2276

Subject: Red Line Light Rail Transit Project - Baltimore, Maryland
Fisheries Information

Dear Ms. Colligan:

The Federal Transit Administration (FTA) in cooperation with the Maryland Transit Administration (MTA) is requesting information and comments from the National Marine Fisheries Service (NMFS) on the presence or habitat of fisheries of interest located within the proposed Red Line Light Rail Transit project corridor in Baltimore, Maryland. This is also a request for information concerning threatened or endangered plant or animal species in the corridor.

The MTA and FTA are currently conducting environmental analyses in support of Preliminary Engineering (PE) and the Final Environmental Impact Statement (FEIS) for the Red Line LRT project. The proposed Red Line is a 14.5 mile, east-west transit line connecting the areas of Woodlawn, Edmondson Village, West Baltimore, downtown Baltimore, Inner Harbor East, Fells Point, Canton, and the Johns Hopkins Bayview Medical Center Campus (see enclosed Project Location Map). The project will cross the Gwynns Falls, a tributary to the tidal Patapsco River, in the vicinity of US 40; and the Jones Falls, near its mouth at Baltimore's tidal Inner Harbor.

In 2006, prior to the AA/DEIS being completed in 2008, NMFS was unable to provide comments due to insufficient manpower and funding. A copy of that letter has been included for your information. After the 14-mile light rail line was selected as the locally preferred alternative in 2009, another request was sent to NMFS for information and any comments. A copy of the December 1, 2009 is also enclosed. There is no correspondence on file from NMFS responding to that request. On August 31, 2011 President Obama issued a memorandum instructing Federal agencies to accelerate the pace of major infrastructure projects by improving permitting and environmental review processes. The President directed agencies to expedite environmental reviews for high priority infrastructure projects and the Red Line LRT project is one of six transportations projects with this designation.

Ms. Mary A. Colligan Page 2
Subject: Red Line Light Rail Transit Project - Baltimore, Maryland, Fisheries Information

We look forward to your input on the Red Line LRT project as we move toward completion of the FEIS by December 2012. Any questions regarding the project or the process should be directed to Katie Grasty in Washington, 202-366-9139, or Gail McFadden-Roberts of my staff in Philadelphia, at 215-656-7121.

Sincerely,

Brigid Hynes-Cherin
Acting Regional Administrator

Enclosures

cc John Nichols, NMFS, Chesapeake Bay Field Office
Julie Crocker, NMFS, Protected Resources Division

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
NORTHEAST REGION
55 Great Republic Drive
Gloucester, MA 01930-2276

DEC 16 2011

Brigid Hynes-Cherin
Acting Regional Administrator
US Department of Transportation
Federal Transit Administration
Region III
1760 Market Street, Suite 500
Philadelphia, Pennsylvania 19103-4124

RE: Red Line Light Rail Transit Project

Dear Ms. Hynes-Cherin,

Your letter dated December 16, 2011, requests information on the presence of threatened or endangered plant or animal species in the proposed Red Line Light Rail Transit project corridor in Baltimore, Maryland. It is my understanding that coordination regarding Essential Fish Habitat and the Fish and Wildlife Coordination Act is currently ongoing between you and our Habitat Conservation Division.

The proposed Red Line is a 14.5 mile, east-west transit line to be located near Baltimore. This project was identified as a high priority infrastructure project in an August 2011 Presidential Memorandum. The project will cross the Gwynns Falls and the Jones Falls.

The Protected Resources Division of NOAA's National Marine Fisheries Service (NMFS PRD) oversees programs for species listed as threatened and/or endangered under our jurisdiction. The federally endangered shortnose sturgeon occurs in Chesapeake Bay and several of its tidal tributaries. Additionally, Atlantic sturgeon, which are proposed for listing as five Distinct Population Segments, occur in Chesapeake Bay and several of its tidal tributaries. However, neither sturgeon species occurs along the project corridor or in the Gwynns Falls or Jones Falls. NMFS PRD does not intend to offer additional comments on the NEPA documentation prepared for this project. Should you have any questions regarding these comments, please contact Julie Crocker of my staff at (978)282-8480.

Sincerely,

for Mary A. Colligan
Assistant Regional Administrator
for Protected Resources

EC: Crocker - F/NER3
Nichols, Boelke - F/NER4
Conant - F/PR5

File Code: Sec 7 no species present 2011

DEC 21 2011

United States Department of the Interior
U.S. Fish & Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401
410/573 4575

Online Certification Letter

Today's date: 11/15/11

Project: Redline Corridor Transit Study -
A 14 mile, east-west transit line from west of I-695
through downtown Baltimore,to the Hopkins Bayview Med.

Dear Applicant for online certification:

Thank you for choosing to use the U.S. Fish and Wildlife Service Chesapeake Bay Field Office online list request certification resource. This letter confirms that you have reviewed the conditions in which this online service can be used. On our website (www.fws.gov/chesapeakebay) are the USGS topographic map areas where **no** federally proposed or listed endangered or threatened species are known to occur in Maryland, Washington D.C. and Delaware.

You have indicated that your project is located on the following USGS topographic map
Ellicott City, Baltimore West, and Baltimore East
Based on this information and in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*), we certify that except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project area. Therefore, no Biological Assessment or further section 7 consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. For additional information on threatened or endangered species in Maryland, you should contact the Maryland Wildlife and Heritage Division at (410) 260-8540. For information in Delaware you should contact the Delaware Natural Heritage and Endangered Species Program, at (302) 653-2880. For information in the District of Columbia, you should contact the National Park Service at (202) 535-1739.

The U.S. Fish and Wildlife Service also works with other Federal agencies and states to minimize loss of wetlands, reduce impacts to fish and migratory birds, including bald eagles, and restore habitat for wildlife. Information on these conservation issues and how development projects can avoid affecting these resources can be found on our website (www.fws.gov/chesapeakebay).

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interest in these resources. If you have any questions or need further

assistance, please contact Chesapeake Bay Field Office Threatened and Endangered Species program at (410) 573-4531.

Sincerely,

Leopoldo Miranda
Field Supervisor

U.S. Department
Of Transportation
Federal Transit
Administration

Headquarters

5th Floor – East Bldg. TCR
1200 New Jersey Avenue, SE
Washington, DC 20590

Mr. Robert Reuter
P. O. Box 1514
Baltimore, MD 21203

Re: FTA Complaint No. 09-0054

Dear Mr. Reuter:

This letter responds to your complaint against the Maryland Transit Administration ("MTA") alleging discrimination based on disability. The Federal Transit Administration (FTA) Office of Civil Rights is responsible for civil rights compliance and monitoring, which includes ensuring that providers of public transportation are in compliance with the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act of 1973, and the Department of Transportation's (DOT) implementing regulations at 49 CFR Parts 27, 37, and 38. We apologize for the delay in our response.

In your complaint against MTA, you alleged that on November 6, 2008, MTA held a public hearing for the Baltimore Red Line. You stated that you were unable to attend the meeting because it was held in an inaccessible location at the Lithuanian Hall in Baltimore, MD. You also stated that an MTA Public Relations person on site offered to have the court reporter come outside into the alley and take your testimony as some sort of "reasonable accommodation." We are sorry that you were unable to fully participate in the meeting.

Under the ADA, City governments must provide program access for people with disabilities to the whole range of city services and programs. City governments must ensure that all of their programs, services, and activities, when viewed in their entirety, are accessible to people with disabilities. 28 CFR § 35.150.

By copying MTA on this letter, we are reminding it of its statutory and regulatory obligation to ensure that future public hearings be held at locations that are accessible to all person with disabilities. Further, MTA is reminded that it must train its staff "as appropriate to their duties, so that they …treat individuals with disabilities who use their service in a respectful and courteous way."

As noted in your February 28, 2011, telephone conversation with Hyacinth Clarke, we appreciate you reporting this incident and have entered the complaint details into our internal tracking system for administrative purposes; however, this concludes our processing of this matter and no further action will be taken. We are closing your complaint as of the date of this letter. If you have any questions, please contact Ms. Clarke at (202) 366-7142 or via e-mail at *hyacinth.clarke@dot.gov.*

Sincerely,

Linda Ford
Acting Director
Office of Civil Rights

cc : Maryland Transit Administration

ENCLOSURE( )

U.S. Department
of Transportation
Federal Transit Administration

Headquarters

East Building, 5th Floor – TCR
1200 New Jersey Avenue, SE
Washington, DC 20590

SEP 0 7 2011

Henry M. Kay
Executive Director for Transit Development and Delivery
Maryland Transit Administration
6 Saint Paul Street
Baltimore, MD 21202-1614

Dear Mr. Kay:

This letter is in response to your inquiry of August 17, regarding allegations of civil rights violations related to the Baltimore Red Line light rail project. You requested information on civil rights complaints filed with the Office of Civil Rights pertaining to the Red Line project, as well as copies of any related communications that have alleged violations. We have reviewed our records in the Office of Civil Rights and can report the following information.

The office processed one complaint regarding the Red Line project, FTA Complaint 09-0054, which is noted in your letter. A closure letter was issued to the complainant on March 14, 2011. A copy of the letter is enclosed. The "unnumbered complaint" referenced in your letter was not processed as a complaint by our office. It appears the correspondence was sent to our office in November 2008; however, the information provided did not rise to the level of a complete complaint that we would act upon.

Aside from FTA Complaint 09-0054, there have been no complaints filed involving the Red Line project under the Americans with Disabilities Act or Title VI of the Civil Rights Act. None of the issues in Table 1 of your letter are considered open matters by the office and we do not have a record of receiving other related communications regarding the project.

I trust this update is helpful. If you any questions, please contact me or John Day of my staff at (202) 366-4018.

Sincerely,

for Linda Ford
Acting Director
Office of Civil Rights

Enclosure

cc: FTA Region III

EXECUTIVE DIRECTOR
RECEIVED
SEP 12 2011
MTA
TRANSIT DEVELOPMENT & DELIVERY

MARYLAND TRANSIT ADMINISTRATION
MARYLAND DEPARTMENT OF TRANSPORTATION
Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor
Beverley K. Swaim-Staley, Secretary • Ralign T. Wells, Administrator

August 17, 2011

Ms. Linda Ford
Director, Office of Civil Rights
Federal Transit Administration
U.S. Department of Transportation
East Building, 5th Floor – TCR
1200 New Jersey Avenue, SE
Washington DC 20590

Re: Baltimore Red Line
Complaints and Allegations of Civil Rights Violations

Dear Ms. Ford:

By letter of June 24, 2011, the Federal Transit Administration (FTA) approved the Maryland Transit Administration's (MTA) Baltimore Red Line light rail project into the preliminary engineering phase of the New Starts program. As part of this phase, MTA will also be preparing a final Environmental Impact Statement (FEIS). This letter is to clarify the status of certain pending Civil Rights Complaints and comments that were received in association with the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS).

The AA/DEIS was signed on September 3, 2008 and notice of availability was published in the Federal Register on October 3, 2008. The document was available for comment from October 3, 2008 to January 5, 2009. Four Public Hearings were held on the AA/DEIS on November 6, 8, 12, and 13, 2008. MTA has copies of documents submitted by seven persons in association with the AA/DEIS that can be considered to raise allegations of civil rights violations. The purpose of this letter is to (1) assure that MTA has all information available from FTA on these documents; (2) assure that any formal Civil Rights Complaints are fully resolved by FTA; and (3) advise FTA of MTA's plans for responding to comments that alleged bias or civil rights violations.

Based on MTA's records, two formal Civil Rights Complaints were filed with FTA. We have a copy of Reuter v. Maryland Transit Administration, FTA Complaint 09-0054, filed on Nov. 10, 2008. We also have a copy of an unnumbered Complaint filed on Nov. 18, 2008 by Joan C. Adams. By letter of June 1, 2011, MTA's Office of Fair Practices provided the FTA with information related to Mr. Reuter's complaint. In addition, MTA has five comment letters submitted on the AA/DEIS that raised, in one form or another, allegations of bias that might be

6 Saint Paul Street • Baltimore, Maryland 21202-1614 • TTY 410-539-3497 • Toll Free 1-866-743-3682

considered allegations of civil rights violations. MTA has no record that any formal Civil Rights Complaints were filed with FTA in connection with these five letters. Oral testimony was received from 169 people during the four hearings. One person (D. Sherrod) provided essentially the same oral testimony at each of the four hearings, which mentions concerns with environmental justice or alleged civil rights violations.

The seven documents are listed and described on the attached Table 1. For convenience, we have provided copies of the documents that MTA has on each of the seven matters, in Attachment 2.

MTA maintains that the Red Line light rail project has been and is being conducted in a manner that does not reflect any bias to any group of citizens, but this letter is not intended to provide the substantive response to any submittal. Rather, we want to be certain that we, MTA and FTA, provide appropriate responses to submissions claiming civil rights violations. For that reason, we are requesting the following from FTA, to be sure that our records are complete:

1. Copies of any letters or other documents by FTA determining and/or deciding the two Civil Rights Complaints or addressing the matters presented in the five letters;
2. Copies of any other Civil Rights Complaints filed with FTA on the Red Line light rail project, not identified on Table 1, as well as any FTA letter or document addressing such Complaints.
3. Copies of any other comment letters or communications on the Red Line light rail project, not identified on Table 1, raising allegations of bias or other civil rights violations.

In addition, we are advising FTA that MTA is planning to address the five comment letters identified on Table 1, and the similar comment offered in oral testimony, in the normal course of responding to comments submitted on the AA/DEIS. Unless FTA has information that warrants a different treatment, MTA does not intend to provide any additional or separate (e.g., individualized) responses to comments on the Red Line or its AA/DEIS alleging violations of civil rights or environmental justice concerns.

The two formal Civil Rights Complaints filed with FTA can be resolved only by FTA. We urge the FTA to review and resolve these pending Complaints as soon as possible, so that ongoing and future Red Line documents can reflect disposition of these Complaints. MTA personnel are willing to provide whatever assistance FTA needs to complete its work on the Complaints.

Assuring that citizens' concerns are properly addressed is a high priority for MTA. We look forward to working with you on these important matters.

Linda Ford
Page Three

Sincerely,

Henry M. Kay
Executive Director for Transit Development and Delivery

Enclosures

cc: Ms. Hyacinth M. Clarke, Office of Civil Rights, FTA
Ms. Letitia Thompson, Regional Administrator, FTA Region III
Ms. Paula Cullings, Director, Office of Fair Practices, MTA

July 6, 2010

Ms. Kelly Lyles
Maryland Department of Transportation
Maryland Transit Administration
6 Saint Paul Street
Baltimore, MD 21202-1614

RE: Environmental Review for Red Line Transit – Locally Preferred Alternative from Woodlawn to Johns Hopkins Bayview Medical Campus, Baltimore City and County

Dear Ms. Lyles:

The Wildlife and Heritage Service's database indicates that there is a nest site for the American Peregrine Falcon (*Falco peregrinus anatum*) occurring within the study area of this project site. This site is located on a window ledge of the Legg Mason Building in Baltimore City and is unlikely to be disturbed by this proposed project unless there is heavy construction proposed for the immediate area of this building. If that is the case we would like the opportunity to review project details at this site so that potential adverse impacts to the American Peregrine Falcon, a species with In Need of Conservation status in Maryland, can be avoided during its nesting season.

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,

Lori A. Byrne

Lori A. Byrne
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER # 2009.2012.babc
Cc: D. Brinker, DNR

Tawes State Office Building – 580 Taylor Avenue – Annapolis, Maryland 21401
410-260-8DNR or toll free in Maryland 877-620-8DNR – www.dnr.maryland.gov – TTY Users Call via the Maryland Relay

Maryland Department of Planning
Maryland Historical Trust

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary

Matthew J. Power
Deputy Secretary

June 9, 2010

Mr. John Newton, Manager
Environmental Planning Division
Maryland Transit Administration
6 Saint Paul Street
Baltimore, Maryland 21202-1614

Re: Red Line Corridor Transit Study
Historic Architectural and Archeological Resources Survey
Baltimore City and Baltimore County, Maryland
Section 106 Review

Dear Mr. Newton:

Thank you for providing the Maryland Historical Trust (Trust) with the results of MTA's revised and updated efforts to identify and evaluate historic properties during project planning for the above-referenced project. MTA's submittal represents ongoing consultation to assess the project's potential effects on historic and archeological properties, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and the Maryland Historical Trust Act of 1985, as amended, State Finance and Procurement Article §§ 5A-325 and 5A-326 of the Annotated Code of Maryland. We offer the following comments.

Archeology: Trust staff reviewed the following two reports prepared by MTA's technical team:

1. Phase 1A Archeological Assessment Technical Report Red Line Corridor Transit Study, Baltimore City and Baltimore County, Maryland (Ward et al. December, 2007);
2. Phase 1A Archeological Assessment Technical Report Red Line Corridor Transit Study Bayview Extension, Baltimore City and Baltimore County (Mikolic and Silber January, 2008).

The reports present essential background information on the project areas' archeological resources and sensitivity, and provide recommendations for further work as planning proceeds. We accept these reports as final documents for our library. More detailed investigations will be warranted to identify and evaluate archeological resources that may be affected by the Locally Preferred Alternative. We await further coordination with MTA on the proposed methodology for future work and results of these supplemental studies.

Historic Built Environment: Trust staff reviewed the Determination of Eligibility (DOE) Forms prepared for the Bayview Extension and the DOE Forms revised to address Trust comments from March 2007. Our comments regarding the eligibility of historic properties within the area of potential effects for listing in the National Register of Historic Places are provided below.

The following properties are eligible for listing in the National Register of Historic Places:

1. University of Maryland – University Hospital District (MIHP No. B-5128); Thank you for seeking the views of the University of Maryland Medical Center on the assessment of eligibility for properties on their campus, as a courtesy. Under federal and state historic preservation law, it is the requirement of the federal agency to identify historic properties that could be affected by their undertaking. The agency official, in consultation with our

100 Community Place •Crownsville, Maryland 21032-2023
Telephone: 410.514.7600 •Fax: 410.987.4071 •Toll Free: 1.800.756.0119 •TTY Users: Maryland Relay
Internet: www.marylandhistoricaltrust.net

office, has determined that the University of Maryland - University Hospital District is eligible for listing in the National Register of Historic Places under Criterion A and will be treated as a historic property for Section 106 purposes. Within the University of Maryland – University Hospital District there are several previously inventoried buildings that contribute to the significance of the district. They are:

a. University of Maryland Law School/University College, 520 W. Lombard Street (MIHP No. B-2326);
b. Gray Laboratory, 520 W. Lombard Street (MIHP No. B-3583);
c. Dental and Pharmaceutical Building, 31 S. Greene Street (MIHP No. B-2327);
d. University of Maryland School of Social Work, 525 W. Redwood Street (MIHP No. B-2329); and
e. University of Maryland – Bressler Memorial Laboratory Bldg., 29 S. Greene Street (MIHP No. B-3589).

2. Preston Gardens (MIHP No. B-2237); Criteria A and C. The MIHP number for Preston Gardens has changed from B-5142 to B-2237.

3. 18 W. Saratoga Street (MIHP No. B-978); Criteria A and C. Please note that an association with a national trend does not confer national significance. This resource is a local example of a national trend, and therefore, locally significant.

4. Union Railroad (MIHP No. B-5163); Criteria A. We do not concur with MTA's eligibility recommendation. The Trust previously evaluated a small section of the Union Railroad in 2008 and determined that it is eligible for listing in the National Register of Historic Places for its role in the development of industry, commerce and settlement in Baltimore. MTA's DOE form evaluates a larger segment of this railroad line and identifies some integrity issues unknown during the 2008 assessment. However, the Trust believes that the Union Railroad remains a significant resource within Baltimore City. The railroad line retains several important engineering structures, including the 1873 Union Tunnel and many 1930s truss bridges. The Union Railroad was responsible for the construction of the first Union Station in 1873 (now site of the 1911 Pennsylvania Station) and provided the Pennsylvania Railroad with access to the port and industry in Canton. While the railroad line has suffered some material loss and encroachment from industries within this surveyed segment, we believe that there remains sufficient integrity to convey significance. The entire railroad line could be determined eligible for listing in the National Register of Historic Places if additional investigations are pursued in the future.

5. Philadelphia, Wilmington & Baltimore Railroad (MIHP No. B-5164); The active section of rail line between O'Donnell Street and the Bayview Yard is eligible for listing in the National Register of Historic Places under Criterion A. The abandoned section of the PW&B Railroad between Boston Street and O'Donnell Street remains not eligible for the National Register of Historic Places.

6. Baltimore & Ohio Railroad – Philadelphia Branch (MIHP No. B-5168); Criterion A.

7. Highlandtown-Brewer's Hill District (MIHP No. B-5169); Criteria A and C.

8. Highlandtown Pumping Station (MIHP No. B-5171); Criteria A and C.

9. Crown Cork & Seal Highlandtown Plant (MIHP No. B-5172); Criteria A and C.

10. Johns Hopkins Bayview Hospital Campus (MIHP No. B-5176); We do not concur with MTA's eligibility recommendation. The Bayview Hospital Campus is eligible for listing in the National Register of Historic Places under Criteria A and C. The hospital contains some of the best examples of Art Deco architecture in Baltimore City. Additions, alterations and new construction in the hospital complex during the early and mid-twentieth century reflect the hospital's success and importance in the community.

The following properties are not eligible for listing in the National Register of Historic Places:

1. Samuel G. Ready School for Girls (MIHP No. B-5103); 5150 Baltimore National Pike.
2. South Haven Street Industrial District (MIHP No. B-5170); S. Haven Street between Fleet and Dillon Streets.
3. Eastern Avenue Underpass (MIHP No. B-5173); Eastern Avenue between S. Haven and S. Macon Streets.
4. Kresson Street Residential District (MIHP No. B-5174); Kresson Street between Pratt and Fayette Street, including parts of Lombard and Janney Streets.
5. Kresson Street B&O Railroad Bridge (MIHP No. B-5175); An abandoned spur line that spans Kresson Street between Lombard and Fairmount Streets.
6. Bayview Residential District (MIHP No. B-5177); An area bounded by Eastern Avenue, Anglesea Street, Bank Street, Cornwall Street, Pratt Street and Gusryan Street.
7. We concur that all resources documented on the "Short Form for Ineligible Properties" are not eligible for listing in the National Register of Historic Places.

The Trust is unable to concur with MTA's eligibility determinations and requests additional information for the following resources:

1. Fremont Building (MIHP No. B-3594); While we are likely to agree that this structure is eligible for the National Register of Historic Places, additional research needs to be conducted to determine the previous owners of the building and its uses over time. This research could identify additional areas of significance for the property.
2. Williamson Veneer Company (MIHP No. B-1101); This section of Baltimore City appears to have historically contained numerous industries associated with general woodworking and furniture construction. Several woodworking companies remain in this area today. Efforts should be made to explore the history of woodworking and milling in Baltimore in order to assess the significance of the Williamson Veneer Company within that context.

We look forward to further consultation with MTA and other involved parties to complete the Section 106 review of this important undertaking. If you have questions or require additional information, please contact Tim Tamburrino (for historic built environment) at 410-514-7637 or ttamburrino@mdp.state.md.us or Beth Cole (for archeology) at 410-514-7631 or bcole@mdp.state.md.us. Thank you for providing us this opportunity to comment.

Sincerely,

J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust

JRL/EJC/TJT
200800945
200803954
201001580

Distribution List:

Mr. Eric Holcomb (Commission for Historical and Architectural Preservation)
Ms. Karin Brown (Baltimore County Office of Planning, Historic Preservation)
Mr. David S. Knipp (Obrecht Commercial Real Estate)
Ms. Margaret K. Carvella (Anchorage Homeowners Association)
Ms. Celie Neville (Anchorage Homeowners Association)
Ms. Nancy A. Braymer (Canton Square Homeowners Association)
Ms. Patricia Gillease (Canton Square Homeowners Association)
Mr. Markell Whittlesey (Canton Cove Association)
Mr. Raymond D. Bahr (Baltimore Harbor Watershed Association)
Mr. Darryl Jurkiewicz (Canton Community Association)
Ms. Carolyn Boitnott (Waterfront Coalition)
Mr. Jeffrey A. Rivest (University of Maryland Medical Center)
Mr. Robert Rowan (University of Maryland)

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401
410/573-4575

January 21, 2010

Maryland Transit Administration
Maryland Department of Transportation
6 Saint Paul Street
Baltimore, MD 21202-1614

RE: Red Line Transit Baltimore County and Baltimore city

Dear: Kelly Lyles

This responds to your letter, received December 03, 2009, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of the above reference project area. We have reviewed the information you enclosed and are providing comments in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project impact area. Therefore, no Biological Assessment or further section 7 Consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. For information on the presence of other rare species, you should contact Lori Byrne of the Maryland Wildlife and Heritage Division at (410) 260-8573.

Effective August 8, 2007, under the authority of the Endangered Species Act of 1973, as amended, the U.S. Fish and Wildlife Service (Service) removed (delist) the bald eagle in the lower 48 States of the United States from the Federal List of Endangered and Threatened Wildlife. However, the bald eagle will still be protected by the Bald and Golden Eagle Protection Act, Lacey Act and the Migratory Bird Treaty Act. As a result, starting on August 8, 2007, if your project may cause "disturbance" to the bald eagle, please consult the "National Bald Eagle Management Guidelines" dated May 2007.

If any planned or ongoing activities cannot be conducted in compliance with the National Bald Eagle Management Guidelines (Eagle Management Guidelines), please contact the Chesapeake Bay Ecological Services Field Office at 410-573-4573 for technical assistance. The Eagle

Management Guidelines can be found at:
http://www.fws.gov/migratorybirds/issues/BaldEagle/NationalBaldEagleManagementGuidelines.pdf.

In the future, if your project can not avoid disturbance to the bald eagle by complying with the Eagle Management Guidelines, you will be able to apply for a permit that authorizes the take of bald and golden eagles under the Bald and Golden Eagle Protection Act, generally where the take to be authorized is associated with otherwise lawful activities. This proposed permit process will not be available until the Service issues a final rule for the issuance of these take permits under the Bald and Golden Eagle Protection Act.

An additional concern of the Service is wetlands protection. Federal and state partners of the Chesapeake Bay Program have adopted an interim goal of no overall net loss of the Basin's remaining wetlands, and the long term goal of increasing the quality and quantity of the Basin's wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetland impacts. All wetlands within the project area should be identified, and if construction in wetlands is proposed, the U.S. Army Corps of Engineers, Baltimore District, should be contacted for permit requirements. They can be reached at (410) 962-3670.

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interests in these resources. If you have any questions or need further assistance, please contact Devin Ray at (410) 573-4531.

Sincerely,

Leopoldo Miranda
Field Supervisor

JAN-05-2009 15:37 P.02/05

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

January 5, 2009

Ms. Diane Ratcliff
Maryland Transit Administration
6 Saint Paul Street, 9th Floor
Baltimore Maryland 21202

Re: Red Line Corridor Transit Study, Alternatives Analysis/Draft Environmental Impact Statement, Baltimore Maryland, September 2008 (CEQ No. 20080385)

Dear Ms. Ratcliff,

In accordance with the National Environmental Policy Act (NEPA) of 1969, Section 309 of the Clean Air Act and the Council on Environmental Quality regulations implementing NEPA (40 CFR 1500-1508), the U.S. Environmental Protection Agency (EPA) has reviewed the Alternatives Analysis/ Draft Environmental Impact Statement (AA/DEIS)for the Red Line Corridor Transit Study, referenced above. The document is complete and written in a manner easily readable by the public and agencies. The document is rated by EPA as LO-1; LO indicating that the EPA lacks any objections to all alternatives. The numerical rating of 1 indicates that EPA believes the information presented in the document is complete. A summary of EPA's rating criteria is attached.

The AA/DEIS evaluates social, historical and environmental impacts of a range of alternatives: a baseline no build alternative, a Transportation System Management (upgrades of existing services), six variations of Bus Rapid Transit (BRT A-F; alternatives with slightly different routes, amount of dedicated transitway, tunneling and grade separation), and four variations of Light Rail Transit (LRT A-D; alternatives with different amount of tunneling and grade separation). Environmental impacts of each alternative are generally minor. Wetland impacts range for the build alternatives from 0 to 0.16 acres, stream impacts from 12 to 456 linear feet, forest impacts of between 4.86 acres to 26.31 acres and park impacts range from 0 to 0.1 acres. Table 6-1 presents a useful summary of impacts; reference to it in Chapter 4 would be helpful. EPA supports evaluation and incorporation of design that can potentially reduce environmental impacts such as pervious surface for the LRT transitway, low impact development BMPs for park and rides that may be included in the infrastructure project, research into low emissions vehicles for the BRT option (possibility of partial zero emissions hybrid buses), and low emissions equipment use during construction. Maintaining small or further minimization of impacts to streams and wetlands should be pursued through design. Design or right of way purchase that can protect or enhance stream buffer or floodplain function may be considered.

Environmental Justice analysis identified populations of concern, potential impacts and sources of concern during project implementation. The evaluation was thorough and conclusions sound. A short indirect and cumulative effects (ICE) analysis was provided in the document. Discussion of cumulative effects could be improved by indicating if any specific foreseeable projects are planned in the area of the ICE study boundary that may impact resources (cultural or natural) that are affected by the proposed project. It would be helpful to include a map showing the geographic boundary determined for the ICE analysis; the boundary was not clearly identified by the text. Trend analysis of the resources of concern was not discussed for the selected timeframe of the ICE study.

Thank you for providing EPA with the opportunity to review this project. If you have questions regarding these comments, the staff contact for this project is Ms. Barbara Rudnick; she can be reached at 215-814-3322.

Sincerely,

William Arguto
NEPA Team Leader
Office of Environmental Programs

Attachment

RATING THE ENVIRONMENTAL IMPACT OF THE ACTION

- **LO (Lack of Objections)** The review has not identified any potential environmental impacts requiring substantive changes to the preferred alternative. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposed action.
- **EC (Environmental Concerns)** The review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact.
- **EO (Environmental Objections)** The review has identified significant environmental impacts that should be avoided in order to adequately protect the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). The basis for environmental Objections can include situations:
    1. *Where an action might violate or be inconsistent with achievement or maintenance of a national environmental standard;*
    2. *Where the Federal agency violates its own substantive environmental requirements that relate to EPA's areas of jurisdiction or expertise;*
    3. *Where there is a violation of an EPA policy declaration;*
    4. *Where there are no applicable standards or where applicable standards will not be violated but there is potential for significant environmental degradation that could be corrected by project modification or other feasible alternatives; or*
    5. *Where proceeding with the proposed action would set a precedent for future actions that collectively could result in significant environmental impacts.*
- **EU (Environmentally Unsatisfactory)** The review has identified adverse environmental impacts that are of sufficient magnitude that EPA believes the proposed action must not proceed as proposed. The basis for an environmentally unsatisfactory determination consists of identification of environmentally objectionable impacts as defined above and one or more of the following conditions:
    1. *The potential violation of or inconsistency with a national environmental standard is substantive and/or will occur on a long-term basis;*
    2. *There are no applicable standards but the severity, duration, or geographical scope of the impacts associated with the proposed action warrant special attention; or*
    3. *The potential environmental impacts resulting from the proposed action are of national importance because of the threat to national environmental resources or to environmental policies.*

RATING THE ADEQUACY OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS)

- **1 (Adequate)** The draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.
- **2 (Insufficient Information)** The draft EIS does not contain sufficient information to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the proposal. The identified additional information, data, analyses, or discussion should be included in the final EIS.
- **3 (Inadequate)** The draft EIS does not adequately assess the potentially significant environmental impacts of the proposal, or the reviewer has identified new, reasonably available, alternatives, that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant

environmental impacts. The identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. This rating indicates EPA's belief that the draft EIS does not meet the purposes of NEPA and/or the Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS.

TOTAL P.05

JAN-05-2009 15:37 P.01/05

FAX TRANSMISSION

To: Diane Ratcliff **Date:** 1-5-09

Fax #: 416-333-0489 **Pages:** 5 , including this cover sheet.

From: Barbara Rudnick

Subject: Redline DEIS comment letter

COMMENTS:

Preserving America's Heritage

January 5, 2009

Ms. Diane Ratcliff
Director
Office of Planning
Maryland Transit Administration
6 Saint Paul St.
Baltimore, MD 21202-1614

RE: *Draft Environmental Impact Statement for Red Line Corridor*
Baltimore, Maryland

Dear Ms. Ratcliff:

The Advisory Council on Historic Preservation (ACHP) recently received a copy of the Draft Environmental Impact Statement for the referenced undertaking. Our comments pursuant to the National Environmental Policy Act of 1969 (NEPA) were requested. We have no comments pursuant to NEPA at this time.

While the documentation provided indicates that the proposed undertaking may adversely affect historic properties, we have no record of receiving notification of adverse effects from the Federal Transit Administration (FTA) regarding this undertaking as is required under our regulations, "Protection of Historic Properties" (36 CFR Part 800). Please continue to consult with the Maryland State Historic Preservation Office (SHPO) and other consulting parties to complete the requirements of the Section 106 process. In the event FTA determines, in consultation with the Maryland SHPO, that the proposed undertaking may adversely affect properties listed or eligible for listing in the National Register of Historic Places, please provide the required notification and documentation to ACHP in accordance with 36 CFR § 800.6(a)(1) and § 800.11(e).

If you have any questions or would like to discuss this matter, please contact Blythe Semmer by telephone at (202) 606-8552 or by e-mail at bsemmer@achp.gov.

Sincerely,

Charlene Dwin Vaughn, AICP
Assistant Director
Office of Federal Agency Programs
Federal Permitting, Licensing, and Assistance Section

RECEIVED
JAN 9 2009
DIRECTOR'S OFFICE
OFFICE OF PLANNING

ADVISORY COUNCIL ON HISTORIC PRESERVATION
1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

Maryland Department of Planning

Martin O'Malley
Governor
Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary
Matthew J. Power
Deputy Secretary

September 26, 2008

Ms. Diane Ratcliff
Director, Office of Planning
Maryland Transit Administration
6 St. Paul Street
Baltimore, MD 21202-1614

STATE CLEARINGHOUSE REVIEW PROCESS
State Application Identifier: MD20080925-0955
Reply Due Date: 11/09/2008
Project Description: Alternative Analysis/Draft Environmental Impact Statement: Red Line Corridor Transit Study: from western Baltimore County to eastern Baltimore City
Project Location: Baltimore City and Baltimore County
Clearinghouse Contact: Bob Rosenbush

Dear Ms. Ratcliff:

Thank you for submitting your project for intergovernmental review. Your participation in the Maryland Intergovernmental Review and Coordination (MIRC) process helps to ensure that your project will be consistent with the plans, programs, and objectives of State agencies and local governments.

We have forwarded your project to the following agencies and/or jurisdictions for their review and comments: the Maryland Departments of Health & Mental Hygiene, Transportation, Public Safety and Correctional Services, Natural Resources, Housing and Community Development, Budget & Management, General Services; the Maryland State Department of Education, the Baltimore Metropolitan Council; Baltimore County, Baltimore City; and the Maryland Department of Planning; including the Maryland Historical Trust. A composite review and recommendation letter will be sent to you by the reply due date. Your project has been assigned a unique State Application Identifier that you should use on all documents and correspondence.

Please be assured that we will expeditiously process your project. The issues resolved through the MIRC process enhance the opportunities for project funding and minimize delays during project implementation.

If you need assistance or have questions, contact the State Clearinghouse staff noted above at 410-767-4490 or through e-mail at brosenbush@mdp.state.md.us. Thank you for your cooperation with the MIRC process.

Sincerely,

Linda C. Janey

Linda C. Janey, J.D., Assistant Secretary
for Clearinghouse and Communications

LCJ:BR

08-0955_NRR.NEW.doc

301 West Preston Street • Suite 1101 • Baltimore, Maryland 21201-2305
Telephone: 410.767.4500 • Fax: 410.767.4480 • Toll Free: 1.877.767.6272 • TTY Users: Maryland Relay
Internet: www.MDP.state.md.us

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Habitat Conservation Division
Chesapeake Bay Program Office
410 Severn Ave., Suite 107A
Annapolis, Maryland 21403

May 2, 2006

MEMORANDUM TO: John Newton
Chief, Environmental Planning Division
Office of Planning
Maryland Transit Administration

FROM: John Nichols

SUBJECT: Red Line Corridor Transit Study, Baltimore

This pertains to your request for National Marine Fisheries Service comments on the Alternatives Analysis Initiation Package, dated February 2006, for the Red Line Corridor Transit Study in Baltimore, Maryland.

Due to insufficient manpower and funding, we are unable to review and comment on this document, and will be unable to participate in the remainder of the review process for this project. Therefore, we will take no action on the Red Line Corridor Transit Study.

If you have any questions, you may contact me at (410) 267-5675; or, John.Nichols@NOAA.GOV.

MARYLAND
DEPARTMENT OF
NATURAL RESOURCES

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*
C. Ronald Franks, *Secretary*

May 2, 2006

Mr. John Newton, Chief
Environmental Planning
Maryland Transit Administration
6 Saint Paul Street
Baltimore, MD 21202-6806

RE: Environmental Review for Red Line Corridor Transit Study, Baltimore Maryland.

Dear Mr. Newton:

The Wildlife and Heritage Service has determined that there are no State or Federal records for rare, threatened or endangered species within the boundaries of the project site as delineated. As a result, we have no specific comments pertaining to protection measures at this time. This statement should not be interpreted however as meaning that rare, threatened or endangered species are not in fact present. If appropriate habitat is available, certain species could be present without documentation because adequate surveys have not been conducted.

We would also like to bring to your attention that Wildlife and Heritage Service's Natural Heritage database does indicate that the following species are known to occur within the vicinity of the project site:

Scientific Name	Common Name	State Status
Falco peregrinus anatum	American Peregrine Falcon	In Need of Conservation
Matteucia struthiopteris	Ostrich Fern	Rare
Polygala senega	Seneca Snakeroot	Threatened
Scutellaria leonardii	Leonard's Skullcap	Threatened
Pycnanthemum torrei	Torrey's Mountain-mint	Endangered
Triosteum angustifolium	Narrow-leaved Horse-gentian	Endangered
Helianthus microcephalus	Small-headed Sunflower	Endangered

Since the Peregrine Falcon has historically nested on a building in Baltimore City, it is unlikely that this project would impact this species. However, the plant species mentioned above could potentially occur on the project site itself, if the appropriate habitat is present. These records are known from the western portion of the study area, near the Patapsco River. Habitat for Ostrich Fern is described as: Rich or bottomland-thickets or woods in alluvium (Fernald 1950); calcareous soil (Hough 1983). Habitat for Seneca Snakeroot is described as: Upland woods, particularly on basic or limestones soils (Radford et al 1968); dry rocky or gravelly, chiefly calcareous areas (Fernald 1950).

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Habitat for Leonard's Skullcap is described as: Dry rocky soil (Tatnall 1946); low woods and fields, usually on basic soil (Radford et al 1968); serpentine barrens, shale barrens (MDNHP). Habitat for Torrey's Mountain-mint is described as: Dry, often fertile, woods and thickets (Fernald 1950); dry or moist open ground of thin woods and shaded edges, swamp edges (Hough 1983); wet or dry open meadows or rocky open woods (MDNHP). Habitat for Narrow-leaved Horse-gentian is described as: Dry woods (Tatnall 1946); deciduous or mixed woods or openings on basic or circumneutral soils (Radford et al 1968); rocky rich woods, open dry woods, shale barren woodlands, woods edges (MDNHP). Habitat for Small-headed Sunflower is described as: Woodlands, road banks and pastures (Radford et al 1968); woods and thickets (Fernald 1950).

If the appropriate habitat for any of the above state-listed species is found to occur within this project's limits-of-disturbance then we may request surveys for those species be conducted during the appropriate time of year when the species is most identifiable, and following our rare plant survey protocol. Though not required, we would also encourage you to consider the above species that are not state-listed when surveys are conducted.

Our analysis of the information provided also suggests that the forested area on or adjacent to the project site contains Forest Interior Dwelling Bird habitat. Populations of many Forest Interior Dwelling Bird Species (FIDS) are declining in Maryland and throughout the eastern United States. The conservation of FIDS habitat is strongly encouraged by the Department of Natural Resources. The following guidelines will help minimize the project's impacts on FIDS and other native forest plants and wildlife:

1. Avoid placement of new roads or related construction in the forest interior. If forest loss or disturbance is absolutely unavoidable, restrict development to the perimeter of the forest (i.e., within 300 feet of the existing forest edge), and avoid road placement in areas of high quality FIDS habitat (e.g., old-growth forest). Maximize the amount of remaining contiguous forested habitat.

2. Do not remove or disturb forest habitat during May-August, the breeding season for most FIDS. This seasonal restriction may be expanded to February-August if certain early nesting FIDS (e.g., Barred Owl) are present.

3. Maintain forest habitat as close as possible to the road, and maintain canopy closure where possible.

4. Maintain grass height at least 10" during the breeding season (May-August).

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Page 3
May 2, 2006

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,

Lori A. Byrne

Lori A. Byrne,
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER #2006.0460.ba/bc
Cc: R. Dintaman, DNR
D. Brinker, DNR
P. Farr, Baltimore Co. DEPRM

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DHCD
Maryland Department of Housing and Community Development

August 25, 2005

Mr. John Newton, Chief
Environmental Documentation
Office of Planning
Maryland Transit Administration
6 Saint Paul Street
Baltimore, Maryland 21202-6806

Re: Red Line Corridor Transit Study
Cultural Resources Reconnaissance Study
Baltimore City and Baltimore County, Maryland

Dear Mr. Newton:

Thank you for your submittal regarding the above-referenced project. The Maryland Historical Trust (Trust) has reviewed the following report: *Red Line Corridor Transit Study: Cultural Resources Reconnaissance Survey* (MTA 2005). This study presents the results of preliminary investigations conducted to identify historic properties within the Area of Potential Effect (APE) delineated for the project. We are writing to provide our comments in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and Article 83B, Sections 5-617 and 5-618 of the Annotated Code of Maryland.

We would like to acknowledge the vast amount of research and field work conducted to compile the thorough reconnaissance of such a large study area. We believe this work will greatly facilitate project planning and future intensive survey efforts. The Trust concurs that the APE delineated for this project adequately encompasses the area in which the undertaking may cause direct or indirect changes in the character or use of historic structures. Due to the large scale of the undertaking and the relatively minor anticipated effects, we agree with the Maryland Transit Administration (MTA) that the intensive level of survey can be deferred until a preferred alignment is selected. The extensive information collected during the reconnaissance of cultural resources should sufficiently inform the project planning process.

To assist MTA during the intensive survey phase of investigations, the Trust compiled an extensive list of comments and suggestions. These items are presented in attachments to this letter. Attachment 1 specifically addresses the reconnaissance results, while Attachment 2 discusses the survey treatments proposed for the next phase of investigations.

We look forward to further coordination with MTA and any other consulting parties to complete the Section 106 review of this project. If you have questions or require further information, please contact Tim Tamburrino (for historic built environment) at 410-514-7637 or tamburrino@dhcd.state.md.us or me (for archeology) at 410-514-7631 or cole@dhcd.state.md.us.

DIVISION OF HISTORICAL AND CULTURAL PROGRAMS
100 Community Place
Crownsville, MD 21032
PHONE 410-514-7600
TOLL FREE 1-800-756-0119
FAX 410-987-4071
TTY/RELAY 711 or 1-800-735-2258
WEB www.dhcd.state.md.us

Thank you for providing us this opportunity to comment.

Sincerely,

Elizabeth J. Cole
Administrator,
Project Review and Compliance

EJC/TJT
20051352
cc: Eric Holcomb (CHAP)
Tim Dugan (Baltimore County Planning – Preservation Services)

ATTACHMENT 1
Red Line Corridor Transit Study
MHT Comments on Reconnaissance Survey Results

The Trust's comments on the reconnaissance survey results pertain only to historic resources located within or immediately adjacent to the APE as defined by MTA. No additional work is required to revise the *Cultural Resources Reconnaissance Survey*.

- The American Ice Company (MIHP No. B-1040) was determined eligible for listing in the National Register in 2005;
- In 2004, the Trust determined that Gwynns Falls Park and Leakin Park were eligible for the National Register. The NR boundary for these resources encompass the entirety of both parks;
- The Railroad Historic District, noted in your table as a CHAP District, was determined eligible for the National Register by the Trust in 1997. It is listed in the Trust's Inventory as 912-920 Lemmon Street (MIHP No. B-2753). The Trust also holds a preservation easement on this resource;
- Carroll Park Golf Course (MIHP No. B-4609) was determined eligible for the National Register in 1998;
- The MIHP number for Liberty Federal Savings and Loan is B-2045;
- The Rombro building (MIHP No. B-2371) was determined eligible for the National Register in 1994;
- It is anticipated that the Polish Home Hall and the Pigtown Historic District will be listed in the National Register in September 2005;
- What is #43 on the map of NR-listed properties? It is not listed in the tables.

The following is a list of easement properties within or adjacent to the APE. Any activities proposed within the MHT easement boundary must be reviewed and approved by the MHT Easement Committee prior to implementation. The properties are listed in geographical order from west to east.

• Union Square Springhouse (MIHP No. B-4248)	Within the Union Square Historic District
• Enoch Pratt Free Library #2	Within the Union Square Historic District
• 9-11 South Collington Avenue	
• Edgar Allan Poe House (MIHP No. B-50)	203 N. Amity Street
• Babe Ruth Birthplace (MIHP No. B-149)	~~212-216-218 Emory Street~~
• Westminster Church and Cem (MIHP No. B-54/101)	509 W. Fayette Street
• Thomas Eddy House (MIHP No. 3591)	502 W. Fayette Street
• Krug Iron Works (MIHP No. B-1038)	415 W. Saratoga Street
• 912-920 Lemmon Street	
• Congress Hotel (MIHP No. B-2250)	306-312 Franklin Street
• WB&A Electric RR Terminal (MIHP No. B-2322)	111-117 Park Avenue
• St. Paul's Rectory (MIHP No. B-979)	24 W. Saratoga Street
• Lord Baltimore Hotel (MIHP No. B-3720)	20 W. Baltimore Street
• John Mifflin Hood Monument (MIHP No. B-4268)	
• Calvert Statue (MIHP No. B-1206)	
• Negro Heroes of the US Monument (MIHP No. B-1153)	
• Goodwill Industries (MIHP No. B-1199)	222 E. Redwood Street
• Fish Market (MIHP No. B-18)	35 Market Place
• Carroll Mansion (MIHP No. B-2)	800 E. Lombard Street
• Flag House (MIHP No. B-15)	844 E. Pratt Street
• Polish Home Hall	1627-33 Eastern Avenue
• 717-719-721 Bond Street	

ATTACHMENT 2
Red Line Corridor Transit Study
MHT Comments on Proposed Survey Treatments

The comments provided below are intended to guide the next phase of investigations and assist the MTA in future coordination with the Trust. As stated previously, no additional work is required to revise the *Cultural Resources Reconnaissance Survey*.

- The reconnaissance report would have been easier to utilize if the results were synthesized into the following two categories: 1) NR-listed or eligible resources for which no additional work is required, and 2) resources that require additional work to attain a determination of eligibility;
- The reconnaissance results should mention if resources are located within an NR-listed or eligible districts;
- Previously surveyed resources with no determinations of eligibility will require the preparation of Determination of Eligibility (DOE) forms;
- If the previously surveyed resource is located within an NR-listed or eligible historic district, then no additional work is required. In order to streamline documentation efforts for this undertaking, the Trust will assume that the resource is a contributing element of the historic district. However, if MTA believes that the individual resource may be directly impacted by the undertaking, then the preparation an individual DOE is necessary;
- The Trust would like to actively participate in identification and documentation efforts within the Poppleton Survey District. Based on consultation between CHAP and the Trust, three separate districts have been identified within the overall Poppleton survey area. Please consult with the Trust for additional direction on survey treatments within Poppleton;
- CHAP districts without determinations of eligibility for the National Register, such as Washington Hill and Ten Hills, will require the preparation of DOE forms. Please use existing documentation to the greatest extent possible. Since CHAP district boundaries are partially defined by property owner acceptance/rejection, please ensure that the most appropriate resource boundary is delineated for the DOE. These two boundaries do not need to coincide.

The comments below pertain to survey treatments assigned to individual resources. If no comment is made regarding a specific resource, then you can assume the Trust's concurrence with the proposed treatment.

- Resource No. W20, Commercial Cluster – the warehouses should be separated from the other commercial buildings and documented on a DOE form;
- Resource No. W22, Mill Hill District – this large area may break-out into several smaller districts, requiring the intensive survey of a more refined area once a preferred alignment is selected;
- Resource No. 23, 1115 Baker Avenue – a Short Form can be used to document this resource;
- Resource No. 32, 1524 Rolling Road – a Short Form can be used to document this resource;
- Resource No. 34, Mr. G's Fast Lane – a Short Form can be used to document this resource;
- Resource No. 42, 1330 Rolling Road – a Short Form can be used to document this resource.